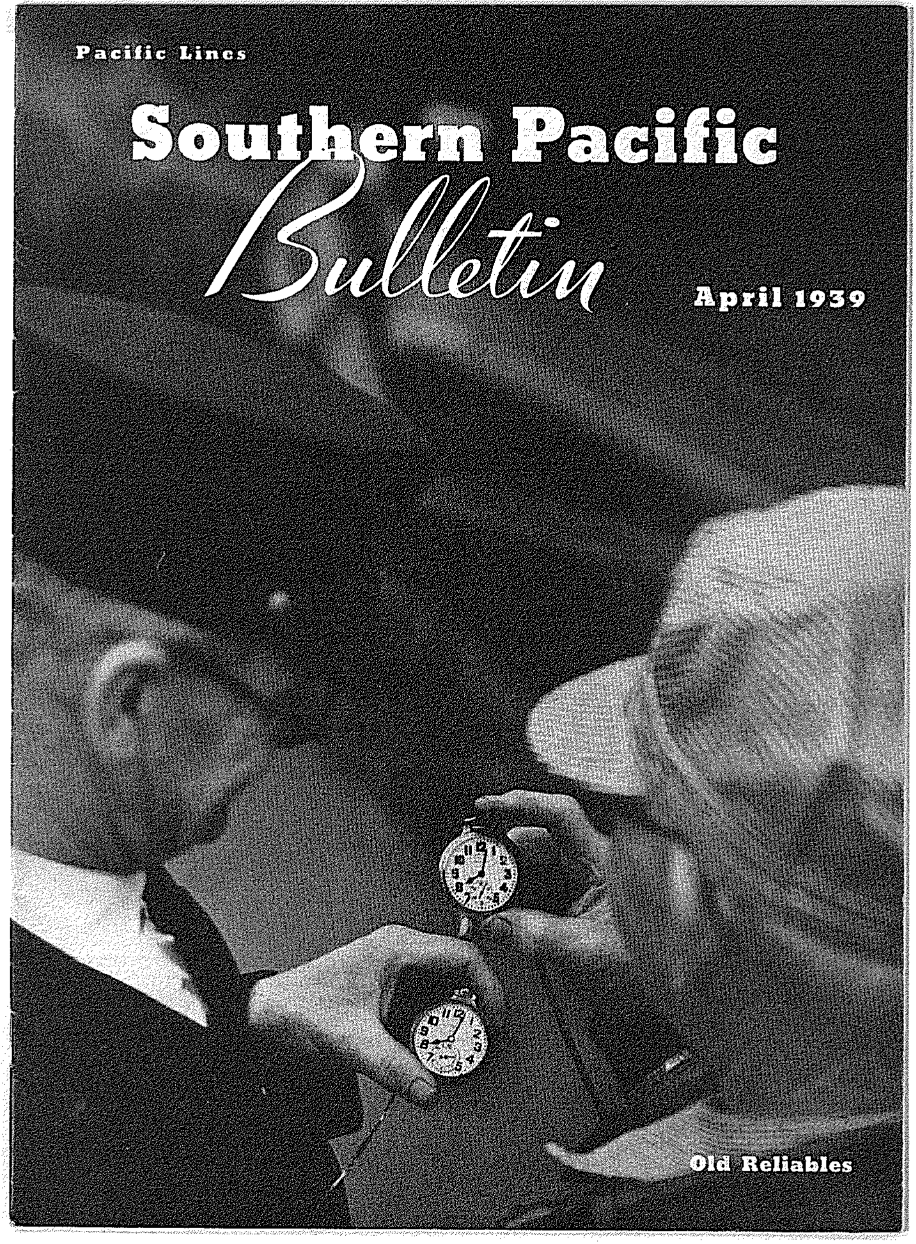
Pacific Lines

Southern Pacific Bulletin

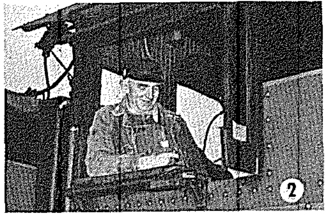
April 1939



Old Reliables

ON THE DOT: *What's the Right Time? Just Ask Any Railroader Whose Job Has to do With Train Operations*

(1) Conductor W. H. Banks gets ready to "highball" the "Cascade" out of Portland. ● (2) Engineer Chas. C. Benbow notes his watch as time nears for "Daylight" to leave.



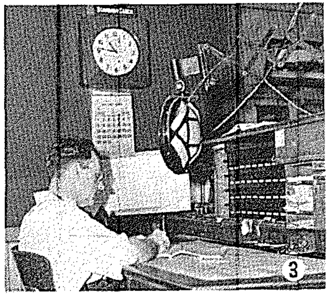
THE "railroad watch" has long enjoyed a unique reputation as the accepted standard of accurate time, especially with the traveling public. Anyone who has traveled on trains has noted how frequently passengers ask railroad men for the exact time and how those passengers, regardless of the excellent make or timekeeping record of their watches, are outwardly gratified if they correspond with the railroad standard.

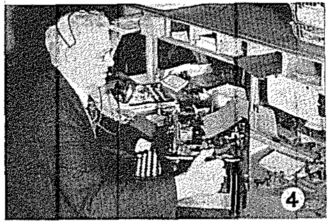
If a railroad man tells you that your watch is 10, 15 or 20 seconds off, you don't argue with him because you *know* he's right. Leading American watch manufacturers, recognizing the railroad watch as a symbol of accurate time, often advertise their product by picturing it in the hand of a trainman or engineman, well aware that no other endorsement could be more convincing.

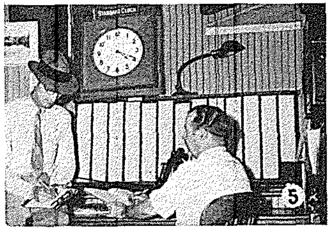
But how many folks, other than those in the branches of railroad service which require accurate time measurement, know the story of how railroad watches and clocks are kept in such close-to-perfect running order; how often they are inspected and adjusted, cleaned and oiled; and something of the department which does the job?

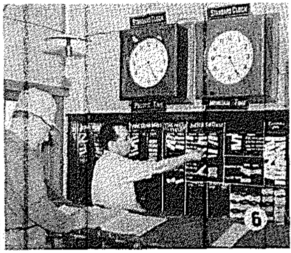
On Southern Pacific, Pacific System, and its affiliated lines, 16,000 railroad watches are ticking away regularly with never a variation, on the average, of more than a few seconds. These watches are the heartbeat of the railroad, and the responsibility of keeping them in a healthy condition rests with our Time Service Bureau, under management of Stanley A. Pope.

☞ **PICTURES:** (3) All trains move under orders from the dispatcher. Here is H. E. Hood of Bakersfield, who is one of the staff that charts operations on San Joaquin Division. A Standard Watch and Clock are his constant guide. ● (4) The dispatcher's immediate contact is the telegrapher at on-line stations. C. D. Robertson, agent-telegrapher at Morganhill, is shown repeating an order back to his Coast Division dispatcher. He has, of course, a Standard Watch. ● (5) Crew Dispatcher Lee Breland (seated) of Taylor Roundhouse, Los Angeles, gives Caller F. S. Schrader the names of engineers and firemen to be called for passenger or freight runs. ● (6) Yuma is one of the division points where Standard Time moves up or back an hour. Crew Dispatcher Ed. Anaya is posting names of crews assigned to runs, while Engineer J. W. Beals signs train register. ● (7) Traveling Watch Inspector E. E. Dahlin of Ogden checks the watch of Section Foreman S. Kaneko, for maintenance jobs are among those requiring accurate timepieces.









The necessity for time service and watch inspection on a railroad is well illustrated in the following demonstration which was given by Pope during an address before the Pacific Railway Club in San Francisco on the subject of "Time Service as a Safety Measure":

Asking permission from members of his audience to compare their watches with the correct time, Pope noted these discrepancies: "One minute fast . . . three and a half minutes fast . . . two minutes slow . . . three minutes fast . . . two and a half minutes slow . . ." And as the demonstration continued, it showed that a majority of the watches varied from correct time.

No "Hit or Miss" Timing

Only a "few minutes." But picture the confusion on a railroad if its standard clocks and employes' watches were a few minutes off. Crack passenger trains, required to negotiate numerous meets and passings, would be unable to fulfill their schedules if those meets and passings were delayed because of time inaccuracies; arrivals, departures and connections would be made on a "hit or miss" basis and in a very short time a smooth-running transportation system would become disorganized. It is the business of the Time Service Bureau to prevent such interruptions.

The beginning of railroad time service dates back about 50 years to an accident which occurred on an eastern road when two trains met head-on because of an engineer's faulty watch. In those days trains were operated on a catch-as-catch-can plan, in which meets and passings were more often negotiated by chance than by timetable schedule. Train crews were more likely to get the correct time by glancing at the sun or the stars rather than their unreliable timepieces, which in some instances consisted of cheap alarm clocks dangling from the wall of the engine cab. One could scarcely blame the train crews for carelessness in keeping time, however, since practically every city and town through which they passed had its own method of time measurement (the present system of Standard Time throughout the world became effective November 18, 1883). Ringing of the school bell or factory whistle, for example, often regulated the habits of the populace, and at one railroad center five different times were in evidence—local time and one each for arrival and departure of trains north, south, east and west.

The Cover Picture was taken at 3rd Street Station in San Francisco. Photographer A. S. Potrishin is using a light meter to get proper exposure while Assistant Editor E. G. Fitzpatrick poses Conductor Henry S. Fritch and Engineer T. M. Cantwell, the "Daylight" veterans who typify the railroad's army of "Old Reliables," in whose charge is daily entrusted the lives of thousands of travelers. And, of course, all the world recognizes the reliability of a railroadman's watch.

Supervision of watch inspection on Southern Pacific and affiliated lines was given by an outside concern prior to 1923, when Southern Pacific established its own Time Service Bureau, with Pope as manager, to maintain general supervision of all standard railroad timepieces, maintain a record of their performances under uniform rules and regulations, and appoint local watch inspectors to assure that they are kept in good order. Other railroads asked to become members, and today there are twelve transportation companies protected through the work of this bureau.

Included on the bureau's staff are 165 watch inspectors, located at all terminal points on Pacific Lines, also there are traveling inspectors who cover their territories at regular periods, inspecting the watches of employes who are not accessible to local inspectors, such as section and extra gang foremen, agents, operators, and others. All inspectors are thoroughly grounded in the mechanics of timepieces.

From the moment a student railroader enters service in the Operating Department, he becomes watch-conscious. One of his first acts upon passing his examination is to visit an authorized watch inspector for comparison of his watch with standard time and for any corrections or adjustments as may be necessary. He quickly learns that his railroad watch is a constant and valued companion.

Watches Closely Checked

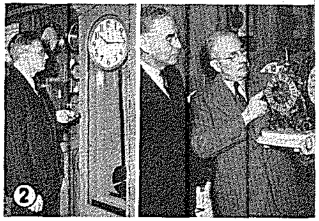
Visits to the watch inspector are made semi-monthly by most of the employes affected, and should a watch show a variation of 20 or more seconds it must be set to correct time. Every employe who is subject to time service provisions carries a certificate on which a record of the performance of his watch is entered at each visit to the inspector. Thus, by glancing at one of these cards, the expert watchmaker is able to determine the "habits" of a particular watch, just as a physician knows the condition of a patient by reading his chart.

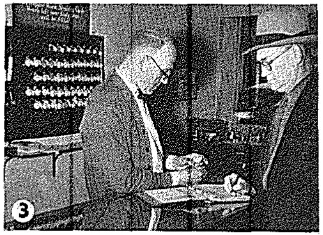
Watch mechanisms are inspected semi-annually, and if any unsafe conditions are noted the watch is taken out of service until the irregularities have been corrected. While his watch is undergoing repair, the employe is provided with a Standard Loaner watch which meets specifications of the Time Service Bureau.

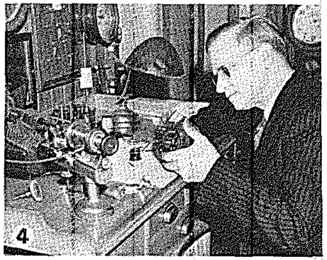
Activities of the Time Service Bureau are not confined solely to supervision of railroad watches. There are about 5,000 clocks which are used for every purpose in railroad operation.

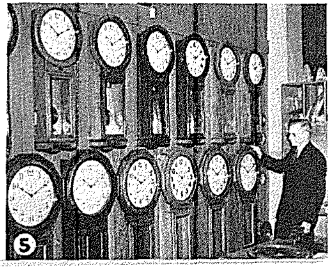
Most important of these are the 285 Standard Clocks which are located at all terminals and used by trainmen and enginemen in checking their watches—a necessity before every run. Embodying the highest type of workmanship, these clocks receive close attention. Telegraph operators check them daily with Naval Observatory Time, which

☞ **PICTURES:** (1) Time Service staff at S. F. (l. to r.): C. D. Fabrin, clock inspector; S. A. Pope, manager; H. A. Stabler, time service inspector; L. D. Blake, steno-clerk. Standard clock in window is used by many passersby to compare their watches. It is corrected every hour by means of wire connection with ● (2) Bureau workshop clock whose telechron motor keeps mainspring wound. Right: Pope points out features of 150-year-old English skeleton clock which was exhibited at recent Watch Inspectors convention in S. F. to Watch Inspector H. T. Harger of Sacramento. ● (3) Watch Inspector H. Bullard, Oakland, compares watch of Brakeman J. H. Childress, Western Div., with accurate time as latter signs comparison register. Rows of watches on wall belong to railroaders who left them to be serviced. ● (4) Fabrin at his bench where all railroad clocks are repaired. ● (5) Repaired and accurately set, this array of clocks is ready to leave the workshop and return to service.









SOUTHERN PACIFIC BULLETIN
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's sounded over the telegraph wires, and if there is a variation of more than 5 seconds they must be corrected. A daily record of performance is maintained, indicating whether the Standard Clocks are correct or how many seconds off, and forwarded to the Time Service Bureau at the close of each month for careful scrutiny.

A fully-equipped clock repair shop, located in the Time Service Bureau's headquarters in San Francisco, periodically services and repairs all of the railroad's timekeeping mechanisms, which, in addition to Standard Clocks, include watchman clocks, employes time recorders, marine clocks, office clocks, "conductors' clocks" whose function at the new San Francisco Terminal was explained in the January *Bulletin*, and recording meters which include anemometers and thermographs. Visitors to the shop never fail to be impressed by the number and variety of clocks—old and new, large and small—which literally cover the walls, with dozens of swinging pendulums giving life to the room as the intricate machinery counts off the seconds in a noisy, but strangely soothing, rhythmic chorus.

"Some of these clocks arrive at the shop in the final stages of dilapidation and probably would now be spending their last days on some scrapheap if sent elsewhere for attention," Pope states. "But through the skill of a cabinet-maker and watch-maker they are reconditioned at moderate cost."

Southern Pacific's Time Service Bureau is nationally known. Manager Pope is vice president of the Horological Institute of America, and a recognized authority on railroad time service. He has devoted more than 25 years to the care of watches and clocks.

Rules for Watch Care

"So many people treat their watches with utter disregard for the delicate movement," he says, "yet wonder why they fail to keep accurate time. Often you hear persons say: 'I haven't taken my watch to a jeweler in a number of years, but it still keeps comparatively good time.' Such a remark makes any railroad operating man shudder."

Here are a few simple suggestions which Pope passes along for those who would increase the life of their watch:

Never allow your watch to suffer unnecessary shocks or bumps.

Wind it to the full extent of the mainspring as close to every 24 hours as possible.

Form the habit of placing it in the same position during rest hours, preferably dial up and resting on a flat surface. Lay it down with care.

Have it oiled and cleaned at regular periods no longer than 18 months apart.

When your watch needs regulation or any mechanical adjustment, under no circumstances attempt it yourself. Never open the movement.

If correction is necessary, take your watch to a watchmaker, whose training and profession it is to do such work.

"Abide by these rules," he adds, "and you'll take a railroader's pride in the performance of your watch."

NEW TRAINS: *Two More "Daylights" for San Francisco-Los Angeles Coast Line Run*

ORDERS for two additional 14-car Daylight streamliners for the San Francisco-Los Angeles coast line run have been placed by Southern Pacific Company with the Pullman Standard Car Manufacturing Company, President A. D. McDonald announced in San Francisco March 30.

The new trains, costing approximately $1,000,000 each, exclusive of locomotives, will be delivered for service some time late this year. They will follow the basic design of the present Daylights, among the most popular trains in the world, but will embody a number of improvements and refinements.

Major advancement will be a three-car articulated dining unit, made up of a full-length kitchen car in the center, serving both a full-length diner and a full-length coffee shop car. The new diner will seat 72 persons as compared with 40 in the present diner-kitchen car, and the new coffee shop car 80 as compared with 56 in the present coffee shop-kitchen car. This is the first dining unit of its type in America.

Typical of other refinements is a new type of luggage compartment in each chair and parlor car, with an outside door through which baggage may be loaded and unloaded at terminals without congesting the vestibules. Shelves in the new compartments will be operated electrically on an elevator principle to bring any shelf to the level of the outside door for easy access.

Although outside appearance of the train and interior appointments such as sponge-rubber seats will follow the design of the present trains, additional roominess will be provided by increasing the length of cars from 79 feet 2 inches to 81 feet.

The new trains will be powered, as are the present Daylights, by 5,000-horsepower locomotives, among the largest and most powerful streamlined steam motive power units in the world.

RECOVERY: *Stop Special Privileges in National Transportation, S. O. Dunn Urges*

"NO program for business recovery will accomplish its purpose unless it includes measures that will effectively promote financial and physical rehabilitation of the railroads," declared Samuel O. Dunn, chairman of the Simmons-Boardman Publishing Corp. and editor of *Railway Age*, in an address March 24 before the Commonwealth Club of San Francisco. "This is a vitally important fact which political considerations and the short-sighted selfishness of certain big business interests are causing to be disregarded in most current discussions of needed cooperation by Government and business.

"There is only one thing necessary to a solution of the railroad problem in the public interest, but that one thing is absolutely essential. This is application to all carriers of the sound American principle: 'Equal rights for all; special privileges for none.' The present plight of the railroads is mainly due to almost every conceivable violation of this principle by the transportation policies of both the federal and state governments, although also largely due to the depression. The purpose and effect of these policies is *government control and restriction* of the railways and *government promotion* of other carriers.

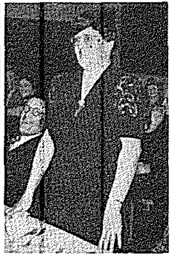
"Because all railway rates are controlled by the Interstate Commerce Commission, the managements of the railways are not free promptly to change rates to meet the competition of other carriers, while other carriers are free promptly to make any rates necessary to meet railway competition, the railways provide and maintain their own highways at a cost of about 40 per cent of their total expenses, while government charges nothing for use of the inland waterways that it provides, and charges much less than cost for the use of its roads by commercial buses and trucks.

"Thus the railroads are in competition, not only with the carriers using inland waterways and roads, but *also with government itself* as the owner and maintainer of these waterways and roads. No private industry can successfully meet such government competition; and the railroads are being bled to death by it. Their freight earnings in 1937 were 1,400 million dollars less than in 1926; and at least 1,000 million dollars of the loss was due to this government competition.

"A solution of the railroad problem by equalizing government treatment of all carriers is a necessary means of promoting recovery by largely increasing railroad employment and railroad buying from the durable goods industries. It is essential to stopping the unnecessary and enormous increase occurring in the total cost of transportation borne by the public due to artificial expansion of transportation facilities. And, most important, it is essential to arresting the rapid drift of the railroads toward government ownership, the adoption of which would be the longest single advance that could be made in this country toward state socialism."

SAN LUIS OBISPO responded to the Business-Getting Campaign with a rousing dinner-meeting March 13 attended by 158 officers, employes, their wives and families. Among principal speakers were: Sup't J. J. Jordan (right) and H. E. McNaught (left), general agent, merchandise traffic. Service improvement suggestions were made by: W. W. Adams, B. L. Laird, Henry Brazil, R. C. Horton, Ed. Williams.

(Below) Arrangements committee: J. W. Coleman, E. Cox, G. I. Beckwith, W. O. Dowle, B. S. Bauman, J. A. Weihe, O. A. Krebs, R. H. Blaine, W. J. Girard, R. K. Anderson, W. S. Hodges and F. E. Molloy.



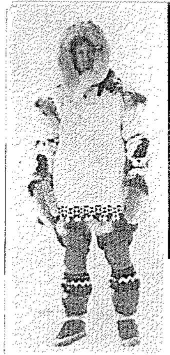
Trainmaster B. S. Bauman was chairman and made the concluding address. F. E. Watson, ass't to vice pres., Pass. Traffic, was one of the principal speakers, and seated next to him is Ass't Sup't L. P. Hopkins. Miniature models on tables gave appropriate railroad atmosphere.

Mrs. T. A. Hischier, president, Ladies' Auxiliary BofLE, said her organization was cooperating 100% in the Business-Getting Campaign.

Sell S. P. was the theme everywhere on Pacific Lines during the past month as the Business-Getting Campaign continued to hold attention through numerous employe meetings and in the activities of individuals in all branches of railroad service. In addition to meetings mentioned on this and center pages, an enthusiastic meeting that combined entertainment with speaking was held at 4th & Berry Freight Station, San Francisco, March 16, with Agent J. G. Dahlstrom as chairman. Employes providing entertainment included: S. A. Buckley, Geo. Elliott, Chas. Nelcke, E. D. Holliday and D. Sweeney. Employes who spoke informally about business-getting and service improvement were: R. E. Pickens, F. P. Breen, P. K. Hardesty and Paul Husson. Principal speakers were: Mr. Hopkins, Mr. Watson and Mr. Ostle. Supt. J. D. Brennan held a meeting at Fresno March 30, of which more will be said next issue. Meetings already scheduled for this month: Phoenix the 4th; El Paso the 7th, morning meeting of employes who come in direct contact with our customers, and evening meeting of all S. P. and T&NO employes; and San Diego on the 17th. The sound-slide films, "This Railroad Business" and "Friendliness, Too," issued by Assn. of American Railroads, also S. P. colored film of San Francisco Exposition were to be shown at meetings.

KLAMATH FALLS joined in the business-getting procession Mar. 1 with a meeting (right) that immediately began to produce results, according to Dis. Frt. & Pass. Agt. Geo. Erickson who conducted the details which appeared in the *Bulletin* last month.

WEST OAKLAND signal shopmen and other maintenance workers (below) gave an attentive ear Mar. 23 to talks by Sig. Supv. F. S. Starratt, Asst. Genl. Pass. Agt. Garnett King, Asst. Supt. L. R. Smith and brief remarks by Supt. Gaylord. Oakland Dis. Pass. Office had grossed $21,000 from 645 employe tips to Mar. 18.



Ed Levin in typical all-weather attire on S. P. night job at San Jose, and in his warm, lightweight Arctic garb of many furs. Away from the frozen north he wears neither hat nor overcoat.

ADVENTURE: *Scholastic and Athletic Yardman Finds Thrills in Frozen Arctic Regions*

ONE day a tiny 8-year-old lad sat in a movie theatre, entranced by a picture whose leading character was a young man who undertook all manner of difficult and seemingly impossible tasks, but succeeded in doing all of them well. So impressed was the young spectator, that he left the theatre firmly determined to pattern himself after his new-found hero.

Although this happened some years ago, Ed Levin has never forgotten that picture, with the result that today he is one of the most interesting persons you will meet on our railroad, or anywhere else.

Levin is footboard yardmaster at San Jose Coach Yards. Blessed with the enviable combination of brains and brawn—242 pounds of bone and muscle—he has to his credit more academic achievements and adventurous undertakings than the average person could expect to cram into a lifetime.

A list of his scholastic accomplishments, sandwiched between his 18 years of railroad service, includes a Bachelor of Arts degree from San Jose State College, Master's degree from Stanford, six State teaching credentials in geology, presidency of an honorary fraternity and member of three others. He is now studying to obtain a Ph. D. degree at Stanford this year.

While adding to his vast store of knowledge, Levin has not neglected his physical development. He was chosen All-Far-West-Conference guard for three years while a member of San Jose State's football team; was a professional prizefighter for four years, during which he engaged in 50 bouts, lost but three of them. His ring name was Stanley O'Dea, the name of the hero in the above-mentioned movie.

More interesting than these experiences, however, have been his adventures as a member of Father Hubbard's Scientific Expedition on nine of its famous Arctic explorations, during which he has visited every Eskimo tribe on the Arctic coast. He has hunted walrus and polar bear, paddled his way across an open stretch of sea on a block of ice, was nearby Point Barrow when news of the lost Russian flyers was received, and saw the shack where Amundsen spent a winter on his trip across the Northwest Passage. He swam in the ice-strewn waters of the Arctic, for which feat the Eskimos gave him the name of "Ouickuctuck" which means "husky;" and actually learned to relish the Eskimo bill of fare, which included such delicacies as "muktuk" (whale skin), "oogruk" (giant seal) and frozen walrus liver and heart—all eaten raw!

"My greatest thrill, however," Levin says, "was on the last trip, which lasted 18 months, when I had opportunity to give the Eskimo youngsters a little athletic training, teaching them boxing, tumbling, wrestling, football."

Such physical activity was intended to harden the Eskimo lads against tuberculosis, which afflicts almost every inhabitant, Levin explains.

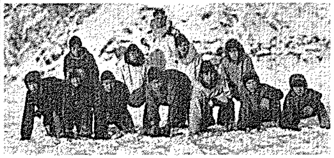
On all of his visits to the Arctic, Levin never passed up an opportunity to boost Southern Pacific Company. "Father Hubbard arranged a number of trips for tourists and in many instances I was able to sell them on the idea of a trip down the West Coast to New Orleans, thence by boat to New York," he said.

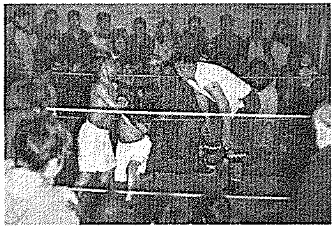
"It's a funny thing about tourists," he added, "most of them have no particular choice of a railroad, and are *waiting for someone to urge them which way to go.* If everybody would remember that we would have no difficulty in getting them on our lines. *And the way to do it is to become familiar with the scenic attractions we have to offer.*"

At present, when not on yard duty from 11:30 p. m. to 7 a. m. or getting his daily quota of sleep, Levin is busy lecturing on his Arctic experiences or acting in the capacity of general manager of the Father Hubbard exhibit close by the S. P. Roundhouse on Treasure Island.

He is entertaining an offer to make a trip to South America, taking moving pictures and stills along the entire proposed route of the International Pacific highway. At the same time, he is hoping for another opportunity to go to the Arctic. In either case, it's a good bet that he will return to railroading.

"That's my first love," he confesses, "and I can't seem to get over it."





Top group shows Levin (standing center) and Eskimo football team. "The boys were so enthusiastic over the game we had to tear opposing teams apart to end a play," he says. ● Above: In gymnasium which he built on King Island, 110 miles northwest of Nome, Levin referees boxing match between two of his pupils, many of whom became expert under his tutelage. ● Below: In Spring, when ice breaks, King Islanders migrate to the mainland 50 miles distant in boats made of driftwood and walrus hides to gather berries and roots to preserve in seal oil for their winter fruits and vegetables. In exchange for the outboard motors, Father Hubbard received one of the boats, which is now on display at Treasure Island. ● Armed with shotguns and spears, native seal hunters return with daily food supply. Spears are used to break off chunks of ice on which open sea is navigated. Arctic pictures taken by Levin and Father Hubbard.

BIG DAY: *Varied Program Planned for S. P. Thousands Who Visit S. F. Fair on May 14*

"SOUTHERN Pacific Day" at the Golden Gate International Exposition on May 14 is meeting with enthusiastic response from employes over the entire system. Thousands have signified their intention to bring their families and friends to Treasure Island on that day to help celebrate "70 Years of Railroad Progress" in a manner that will surpass, both in attendance and variety of special events, all other organizations planning similar "days" at the Fair.

Among the special events will be an all-day program of entertainment, featuring talent from all Divisions and the General Offices, including the famous S. P. Glee Clubs of Ogden and San Francisco and possibly those of Bakersfield and Sparks, the crack S. P. Club Band, and many other outstanding numbers.

The open air theatre has been reserved, as has the athletic field and the California Ballroom, the latter to be the scene of a huge luncheon gathering and then a dance Sunday evening. Other outstanding features will include the selection of "Miss Southern Pacific" from the ranks of Division Queens; the awarding of an automobile as the grand prize and a number of other attractive prizes.

Visitors arriving in San Francisco on May 13 will be welcomed by the S. P. Band, and be met at the General Offices by a reception committee which will conduct them through the offices as a part of the "Homecoming Day" program. The committee will also furnish information regarding accommodations, sightseeing, etc. The same evening, the visitors will be guests of the S. P. Post, American Legion, at a free "Welcome Dance" in the beautiful Veterans' Memorial Building.

Plans for the great occasion are being handled by a committee consisting of members of the S. P. Club of San Francisco and division employes, which group is receiving assistance and support from company officials all along the line. R. P. Harding is general chairman, assisted by C. B. Kleupfer, D. J. Ryan, D. R. Love, Beth Parliman, Elsa Johnson, L. J. Lyons, W. G. Seput, E. G. Fitzpatrick, E. W. Wenburg, G. A. Derheim, L. C. Ioas, Wm. Boyer, W. R. Day, L. L. Kieney, Mabel Olson, Jeanne Ricaud, J. R. Higgins, A. Harris, J. Kearney, W. C. Fell, P. Young, H. B. Langheldt, U. R. Dorrett, H. A. Nelson, and Division chairmen (see list at bottom of page).

Railway Club Prexy: Geo. E. Gaylord, sup't of Western Division, has been elected president of the Pacific Railway Club, and will be the eleventh S. P. man to serve the club in that capacity during its 23 years existence. He was installed at the club's anniversary banquet in San Francisco March 23, together with A. M. Reinhardt, ass't frt. traf. mgr., Santa Fe, as 1st vice president; Leonard V. Newton, vice pres., Market Street Railway, as 2nd vice president; and C. F. Post, purchasing agent, Western Pacific, as treasurer. William S. Wollner, gen'l baggage and ferry agent, Northwestern Pacific, executive secretary since establishment of the club, was again appointed to that position.

Student Low Fares to the San Francisco Exposition from many points on the Company's lines became effective March 1. The reduced roundtrip rates carry a five-day return limit and apply to party movements only from points west of Reno, south of Dunsmuir and north of Santa Barbara and Bakersfield to San Francisco, Oakland and Berkeley. The low fares are available from March 1 to May 31 and from September 1 to December 2, the special excursion tickets being intended to encourage the organization of student parties while school is in session for visits, under the direction of teachers or parents, to Treasure Island and the San Francisco Bay District.

Locomotive Engineers on Pacific Lines are looking forward to their Brotherhood's 12th annual convention to open in the San Francisco Civic Auditorium April 11. Hundreds of active and retired engineers and their families will combine the convention with a visit to the S. F. Fair. Feature of the opening day program will be a talk at 7:30 p.m. by L. M. Eddy, Federal Railroad Retirement Board member from Washington, D. C., to which session all railroad employes are invited, according to L. D. Courtermarsh, committee chairman.

Standings in Division Queen Contests as of March 31

Coast Division (George Elliott, 4th & Berry Frt. Off., S. F.)	
Marie Basmaison, 4th & Berry Freight Office, S. F.	21,400
Leola Arano, Agent's Office, San Jose	15,100
Doris Dawson, 4th & Berry Freight Office, S. F.	14,080
Ethel Cranston, telephone operator, San Jose	10,510
Hazel Hallmeyer, chief tel. opr., San Luis Obispo	10,310
Mary Del Monte, 4th & Berry Freight Office, S. F.	5,570
Claire Tovaraz, tel. opr., Watsonville Jct.	3,860
General Office (Dan Ryan, Room 617, 65 Market St., S. F.)	
Nellie Liston, Capital Expenditures	17,170
Margaret Donahue, Aud. Misc. Accts	13,460
Evelyn Cutter, Telegraph Dept.	12,720
Colette Loeltz, General Hospital	11,760
Lucille Neitzel, Aud. Passenger Accts.	10,190
Patricia Murphy, Aud. Freight Accts.	7,650
Jane McCracken, Aud. Freight Accts.	6,950
Wanda Sylvester, Ass't Genl. Auditor	6,670
Helene Naples, Pac. Fruit Express	5,960
LaVerne Booth, Freight Claim	4,920
Peggy Balthazor, Aud. Freight Accts.	3,860
Alice Marshall, Equipment Service Accts.	2,940
Los Angeles Division (E. J. Scott, Supt's Off., Los Angeles)	
Betty Young, steno, Taylor Yard, L. A.	29,780
Ruth Wilton, Duplicating Bureau, L. A.	22,690
Frances Stewart, tel. opr., L. A.	19,810
Thelma Kaech, tel. opr.-clerk, Long Beach	17,750
Ruth Simonson, steno, L. A. Freight Station	16,280
Betty Sanderson, tel. opr., L. A.	6,120
Western Division (M. A. Stakowski, Supt's Off., Oakland Pier)	
Martena Jennings, telephone operator, Tracy	14,460
Josephine Smith, Supt's Office, Oakland Pier	10,700
Marie Torrano, waitress, Oakland Pier Restaurant	3,550
Catherine Cikoch, West Oakland Laundry	3,220
Dorothy Cooper, Kirkham St. Freight Office, Oakland	1,970
Rio Grande Division (R. R. Hall, Supt's Office, El Paso)	
Gladys Henley, Sup't Motive Power Off., El Paso	17,130
Evelyn Biron, telephone operator, El Paso	16,190
Blanch Pearson, Dist. Store, El Paso	14,380
Ethel Greene, Sup't's Office, El Paso	9,720
Portland Division (O. C. Reifschneider, Supt's O., Portland)	
Pauline Hanson, nurse, Brooklyn	13,910
Dorothy Parrott, Park St., Portland	12,310
Mabel Stewart, Master Mechanic's Office, Portland	1,850
Helen Harkson, Stores Dep't, Portland	1,780
Sacramento Division (P. B. Miller, Copper Shop, Sacramento)	
Catharine Peek, stenographer, Sacto Shops	6,000
Queenie Shelley, steno. Supt's Office, Sacto	5,490
Florence Frick, Stores, Sacto	5,000
Evelyn Sigsby, Freight Office, Sacto	4,760
Carolyn LaDue, Stores....510; Mabel Lawrence, Stores	1,000
Salt Lake Division (Howard Watts, Secty to Supt., Ogden)	
Roberta Wardleigh, telephone operator, Reno	10,380
Helen Springer, Ass't Supt's Office, Sparks	6,860
Thelma Robertson, telegrapher, Montello	2,990
Nadine Glantz, telephone operator, Reno	2,690
San Joaquin Division (B. A. Ream, M. M. Off., Bakersfield)	
Amy Crouch, head telephone operator, Bakersfield	28,050
Hannah O'Brien, Supt's Office, Bakersfield	25,540
Norene Fox, telephone operator, Fresno	25,340
Arlene Holladay, telephone operator, Bakersfield	10,670
Tucson Division (Leroy Magers, Head Timekeeper, Tucson)	
Margaret Armstrong, telephone operator, Tucson	8,850
Marie Swanson, telephone operator, Yuma	8,140
Betty Ball, telephone operator, Tucson	5,110
Carolyn Householder, steno, Mas. Mech. Office, Tucson	4,710
Margaret Lowry, telephone operator, Phoenix	3,400
Helen Marsh, telephone operator, Phoenix	1,000

YEAR REPORT: *Rail Traffic Slumps as Wages, Material Costs and Taxes Increase*

Following is the Annual Report issued March 2 by the Board of Directors to 46,559 stockholders, in which the results of the operations and financial affairs of the Southern Pacific Company and affiliated companies for the year ending December 31, 1938, are briefly shown, and in which "loyalty and efficient services of officers and employes are gratefully acknowledged":

NET deficit of Southern Pacific Transportation System was $6,829,008.44, in contrast with $756,793.35 of net income for 1937. For Southern Pacific Transportation System and all separately operated solely controlled affiliated companies the net deficit was $12,878,604.63, which compares with a net deficit of $3,391,017.68 for 1937.

Net railway operating income of Southern Pacific Transportation System amounted to $14,297,003.18. It was the smallest for any year since 1933, and was $8,319,277.50, or 36.78 per cent, less than for 1937. This was the net result of a decrease of $24,946,098.61, or 11.09 per cent, in operating revenues; a decrease of $16,666,007.36, or 9.58 per cent, in operating expenses; an increase of $931,317.69, or 5.48 per cent, in railway tax accruals; and a decrease of $892,131.44, or 7.76 per cent, in equipment and joint facility rents paid.

Reasons for Decrease

The decrease in operating revenues was mainly due to the nation-wide decline of industrial and business activities that developed in the latter part of 1937 and reached its lowest stage in the forepart of 1938, as a result of which the volume of traffic carried by your Company's Lines was seriously reduced. The decrease in operating revenues for the first four months of the year amounted to $14,562,682.75, or 19.59 per cent. In addition to the effect on operating revenues of lower traffic volume generally, a substantial part of this decrease was a result of considerable revenue gains in the same four months of 1937, from freight movement by rail because of interruption of steamship services to and from Pacific ports. Decrease in operating revenues for the year would have been more severe except for authorization by the Interstate Commerce Commission, in Ex Parte 123, of a general increase in freight rates and charges which, together with increases authorized on intrastate freight traffic, produced approximately $7,260,000 of revenue during the last nine months of the year in which the increased tariffs were in effect.

The year ended with traffic volume reflecting increasing activity in industry and business generally, and indications are favorable for better conditions in 1939. Passenger revenues are expected to be substantially larger as a result of travel to and from the Golden Gate International Exposition on Treasure Island in San Francisco Bay.

Under a policy of strict economy, and by increasing the efficiency of operations, the reduction in operating expenses was accomplished without impairing the standard of transportation services. Emergency expenses amounting to $1,345,864.51, which ordinarily would have been charged to operating expenses, for repairs to roadway, structures, and drainage facilities, which were extensively damaged by floods caused by torrential rains in southern California during February and March, 1938, were charged to profit and loss accounts, with the authority of the Interstate Commerce Commission. Aside from the amount of expenses charged to profit and loss accounts, and the amount of expenses applicable to a larger program of rail renewals completed during the year, the decrease in operating expenses was principally the result of the smaller volume of traffic and decreases effected in forces employed, materials and supplies used, and fuel oil consumed in locomotives and steamships.

The results were affected, however, by a net increase of $3,946,000 in the following items of expenses: (1) an increase of about $4,362,000 due to higher rates of pay in effect in 1938 compared with the rates in effect prior to the wage increases on August 1, 1937, for non-transportation employes, and October 1, 1937, for employes in train and engine service; (2) an increase of about $1,082,000 due to higher prices of materials and supplies, including fuel oil; (3) a decrease of about $812,000 in amount of prepaid freight charges included in vendors' invoices for smaller quantities of California fuel oil purchased for use in adjoining states, this decrease being offset by a reduction in freight revenues from movement of the oil over your Lines; and (4) a decrease of approximately $686,000 in pension payments to retired employes, as a result, principally, of the Federal Government taking over the payment of pensions up to a maximum of $120 a month per person from June 1, 1937, under the terms of the Railroad Retirement Act of 1937.

L. A. Union Station

Opening of the new Los Angeles Union Passenger Terminal is scheduled for May 7. A civic committee has plans underway for a three-day celebration, May 3, 4, and 5, featuring on the first day a parade of early western modes of transportation and an historical pageant on all three days depicting events in the bringing of the railroads to California.

Heavy Tax Increase

The increase in railway tax accruals was due to increased rates of excise taxes, effective January 1, 1938, prescribed by unemployment insurance provisions of Federal and State Social Security Acts, causing an increase of $834,223.34 in accruals of such taxes, although the total amount of employes' compensation was smaller than in 1937; and an increase of $265,117.17 representing amount of Federal surtax on undistributed net income paid during year 1938 on taxable net income for year 1936 held to be subject to that tax; these increases being partly offset by a net decrease of $168,022.82 in accruals for all other taxes. Excise taxes amounting to $36,913.69 accrued on compensation of employes engaged in rehabilitation of properties damaged by floods in southern California, were charged to profit and loss, with the authority of the Interstate Commerce Commission.

The decrease in equipment and joint facility rents was principally due to less foreign line freight cars and private line refrigerator cars used to meet traffic requirements.

Total other income amounted to $11,276,112.98, an increase of $935,795.90, or 9.05 per cent, compared with 1937, because of an increase of $701,564.98 in the amount of credits to miscellaneous income for charges against Pacific Fruit Express Company, an increase of $93,203.52 in dividends received from that Company, and a net increase of $141,027.40 in income from other sources.

Expenditures by Southern Pacific Transportation System for additions and betterments amounted to $9,676,812.19, a decrease of $22,911,755.11, compared with 1937, due, principally, to expenditures of $20,070,000 for new equipment during 1937, compared with $867,000 in 1938. Important projects progressed or completed during the year include the new union passenger terminal at Los Angeles; new passenger-car yard, and a new main track connection with trackage of the new passenger terminal, at Los Angeles; new track connections in Oakland and Alameda, and improvements to 145 electric motor cars and trailers to permit operation of electric interurban trains over the San Francisco-Oakland Bay Bridge railway; improvement of roadway, structures, and drainage facilities, which were damaged by floods and were being rehabilitated during the year; renewal of rail in approximately 548 miles of main track of the Transportation System with rails of heavier weight; and installation of concrete lining in 2,840 lineal feet of tunnels of the Cascade Line, pursuing a program begun in 1935.

Funded debt of Southern Pacific Transportation System held by the public increased $657,706.38, as a result of issuance to the Reconstruction Finance Corporation, with approval of the Interstate Commerce Commission, of notes of your Company payable on or before May 1, 1941, covering loans aggregating $14,000,000, which exceeded the amount of funded debt retired, principally equipment trust obligations and bonds maturing during the year. The loans received from the Reconstruction Finance Corporation were applied to the payment of interest on funded debt, retirement of maturing equipment trust obligations, and to the emergency expenses for repairs to properties damaged by floods.

The $20,000,000 reported in the balance sheet of Southern Pacific Transportation System against loans and bills payable at December 31, 1938, represents bank loans, $5,000,000 of which were made in the latter part of 1937 and $15,000,000 of which were made during the first five months of 1938. Borrowing of these funds was necessary due to the unusual decline in net railway operating income. It will be noted that the increase in interest charges on unfunded debt, which was principally due to interest paid on the outstanding bank loans, was nearly offset by a decrease in interest on funded debt resulting largely from retirement of equipment trust certificates and bonds.

Interurban Service

Effective December 1, 1938, operation of the interurban passenger service previously conducted by your Company between San Francisco and Oakland, Alameda, and Berkeley, California, was taken over under lease by the Interurban Electric Railway Company, which is solely controlled by your Company through stock ownership. On January 15, 1939, the Interurban Electric Railway Company commenced operations on the San Francisco-Oakland Bay Bridge railway. At the same time your Company abandoned its passenger ferry service between San Francisco and Alameda, and reduced its passenger ferry service between San Francisco and Oakland, to that necessary to provide transportation across the bay for passengers, baggage, mail, and express, arriving at and departing from the Oakland Pier terminal on main line trains and local steam-trains.

On January 1, 1938, in Oregon and Arizona, March 1, 1938, in Nevada, and August 1, 1938, in California, your Company and its affiliated companies took over operation of store-door pick-up and delivery service for less-than-carload freight, which previously was provided by the Pacific Motor Trans-

(continued next page)

INCOME: Southern Pacific Transportation System (Southern Pacific Company and Transportation System Companies, Consolidated) and Separately Operated Solely Controlled Affiliated Companies.

	Year 1938	+Increase −Decrease	Per Cent.
Southern Pacific Transportation System (a)			
Freight revenues	$157,234,345.25	− $21,409,460.05	11.98
Passenger revenues	25,244,265.11	− 2,199,754.35	8.02
Mail and express revenues	7,394,173.87	− 231,202.43	3.03
All other operating revenues	10,198,029.43	− 1,105,681.78	9.78
Total railway operating revenues	$200,070,813.66	− $24,946,098.61	11.09
Maintenance of way and structures	$24,034,837.74	+ $271,628.25	1.14
Maintenance of equipment	34,227,853.29	− 4,332,369.79	11.24
Traffic expenses	5,802,966.64	− 95,099.64	1.61
Transportation expenses	80,758,416.31	− 10,943,698.59	11.93
All other operating expenses	12,422,594.74	− 1,566,467.59	11.20
Total railway operating expenses	$157,246,668.72	− $16,666,007.36	9.58
Net revenue from railway operations	$42,824,144.94	− $8,280,091.25	16.20
Railway tax accruals	17,930,065.21	+ 931,317.69	5.48
Equipment and joint facility rents—Net	10,597,076.55	− 892,131.44	7.76
Net railway operating income	$14,297,003.18	− $8,319,277.50	36.78
Revenues from miscellaneous operations	$223,612.58	− $32,482.78	12.68
Income from lease of road and equipment, and miscellaneous rent income	1,720,590.08	− 4,655.51	.27
Dividend income (b)	3,678,201.00	+ 163,329.75	4.65
Income from funded securities	2,909,750.23	− 22,709.35	.77
Other income accounts	2,743,959.09	+ 832,313.79	43.54
Total other income	$11,276,112.98	+ $935,795.90	9.05
Total income	$25,573,116.16	− $7,383,481.60	22.40
Expenses and taxes on miscellaneous operating property	$226,751.55	− $33,536.40	12.88
Miscellaneous rents	674,609.72	− 4,574.46	.67
Other miscellaneous deductions from income	780,768.24	+ 223,930.60	40.21
Total miscellaneous deductions	$1,682,129.51	+ $185,819.74	12.42
Income available for fixed charges	$23,890,986.65	− $7,569,301.34	24.06
Rent for leased roads and equipment	$29,366.11	+ $4,471.12	17.96
Interest on funded debt—Bonds and notes	29,429,422.87	− 591,623.77	1.97
Interest on funded debt—Non-negotiable debt	694.02	+ 76.04	12.30
Interest on unfunded debt	661,720.20	+ 597,848.59	935.87
Amortization of discount on funded debt	598,781.89	+ 5,728.47	.97
Total fixed charges	$30,719,995.09	+ $16,500.45	.05
Net deficit of Southern Pacific Transportation System	*$6,829,008.44*	+ $7,585,801.79	.....
Separately Operated Solely Controlled Affiliated Companies:			
Operating in the United States—Net deficit	*$4,823,634.80*	+ $1,040,165.98	27.49
Operating in the Republic of Mexico—Net deficit (c)	*1,225,961.39*	+ 861,619.18	236.49
Net deficit of all separately operated Solely Controlled Affiliated Companies	*$6,049,596.19*	+ $1,901,785.16	45.85
Consolidated net deficit of Southern Pacific Transportation System and all separately operated Solely Controlled Affiliated Companies	*$12,878,604.63*	+ $9,487,586.95	279.79

(a) Income of Southern Pacific Transportation System includes interest on bonds of, and rental income from, separately operated Solely Controlled Affiliated Companies, whether earned or not, in order that such income credits will offset income debits reflected in the net deficit of separately operated Solely Controlled Affiliated Companies. Southern Pacific Company, when necessary, makes advances to these debtor companies to enable them to meet interest on funded debt and rental obligations. (b) Dividend income excludes dividends received from companies included in this statement and, also, from separately operated Solely Controlled Affiliated Companies; dividends from the latter companies being excluded for the reason that the offsetting charges by such companies are made against Profit and Loss and, therefore, would not be offset by the inclusion of the net deficit of such companies. (c) Net deficit of separately operated Solely Controlled Affiliated Companies operating in the Republic of Mexico has been converted from Mexican Currency to U. S. Currency at the official exchange rate at close of year, established by Mexican Government for tax purposes, of 4.90 pesos per dollar for 1938 and 3.55 pesos per dollar for 1937.

STATISTICS (Southern Pacific Transportation System Rail Lines)

	Year 1938	+Increase −Decrease	Per Cent.
Average miles of road operated during year	13,120.09	− 66.45	.50
Freight train-miles	22,559,376	− 4,374,745	16.24
Tons carried—Revenue freight	42,059,616	− 6,670,693	13.69
Net ton-miles—Revenue freight	13,710,891,593	− 2,653,054,509	16.21
Loaded cars per freight train	30.60	+ .42	1.39
Net tons per freight train—All freight	662.35	+ .82	.12
Revenue per net ton-mile—Revenue freight	1.103 cents	+ .054 cents	5.15
Average distance carried—Revenue freight (miles)	325.99	− 9.82	2.92
Passenger train-miles (a)	18,927,463	− 1,885,488	9.06
Passengers carried—Revenue (a)	9,181,636	− 982,543	9.67
Passenger-miles—Revenue (a)	1,471,887,002	− 198,799,218	11.90
Passengers per passenger train—Revenue passengers (a)	76.17	− 2.20	2.81
Passenger revenue per passenger-mile (a)	1.636 cents	+ .076 cents	4.87
Average distance carried—Revenue passengers (miles) (a)	160.31	− 4.06	2.47

(a) Excludes electric suburban service. These operations were taken over under lease by the Interurban Electric Railway Company, a separately operated Solely Controlled Affiliated Company, effective December 1, 1938 port Company. Contemporaneously, Pacific Motor Transport Company, with the approval of state regulatory bodies having jurisdiction, cancelled its tariffs and discontinued such operations.

Southern Pacific Golden Gate Company, a holding company in which your Company owns slightly over fifty per cent of the outstanding stocks, and its solely controlled Southern Pacific Golden Gate Ferries, Ltd., which operates vehicular ferries on San Francisco Bay, had a consolidated net loss for 1938 of $457,103.17, compared with a net loss of $644,687.18 for 1937. Pursuant to decision and order of California Railroad Commission, the ferry company, on July 25, 1938, abandoned service between San Francisco and Marin County, which service, from May 28, 1937, competed with the Golden Gate Bridge for vehicular traffic. The plan mentioned in the 1937 report, under which, through agreement with the California Toll Bridge Authority, service competing with the San Francisco-Oakland Bay Bridge would be eliminated, has not been consummated, and there are no important developments in this respect to report at this time.

In the matter of reorganization of the St. Louis Southwestern Railway Company, argument on the plan proposed by the Interstate Commerce Commission's Examiner was had before all members of the Commission on May 16, 1938, and since then the Commission has had the matter of a plan of reorganization under advisement. On January 10, 1939, the proceeding was reopened for the taking of further testimony at a hearing set for April 12, 1939.

SCHOOL: *Youngsters and Oldsters Study Tariffs in San Francisco and Salinas Classes*

OPPORTUNITY to gain broader knowledge of the activities of their departments and their company in general, and the chance to solve the problems of their jobs by competent instruction rather than by the difficult—and sometimes costly—method of trial and error has been offered from time to time to S. P. employes in all departments at various points on the railroad.

In addition to the Instruction Car, which reaches Operating Department employes over the entire system, there have been in the past training courses for agents and firemen, instruction for Accounting Department employes, and traffic classes in both General Freight and General Passenger departments.

Latest additions to the list were two Passenger Traffic classes—one sponsored and conducted by Traveling Passenger Agent N. Tooker of San Jose, the other sponsored by S. F. District Passenger Agent Geo. B. Hanson, and under direct supervision of City Pass. Agent Walter C. Fell.

Tooker's course, which started in December and ended February 28, was conducted one night each week at Salinas Evening School. To teach railroad transportation in evening extension classes, he was required to hold credentials in special subjects and have permission of the California State Board of Education. The course consisted of lectures on tariffs by Tooker and general discussion, and was intended more as an aid in working out practical problems of seasoned employes, rather than a training school for younger men. Membership was limited to twenty-five and composed of agents, cashiers and clerks in the Salinas Valley territory.

Results of the course showed that not only did the school benefit the "students," but it produced a noticeable increase in solicitation activity. Similar class is planned for the fall.

San Francisco District Passenger Traffic Institute was inaugurated on February 13 for the benefit of those employes who had entered service since the close of the previous institute in 1937. The course was planned by Fell and consists of a series of lectures and discussions designed to familiarize the newcomers with ramifications otherwise learned only by long experience.

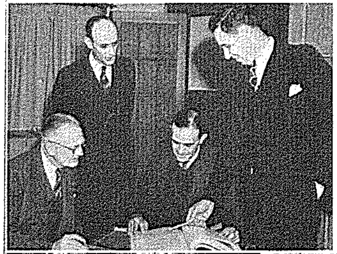
Opening meeting was devoted to an outline of the history of Southern Pacific and its predecessor lines to give the young "students" a background knowledge of their company's "ancestry." Subject of the next meeting was the company's general organization and functions of various departments, with detailed discussion of Passenger Traffic work.

C. E. Loubert, chief of Train Service Bureau in Gen'l Passenger Dep't, spoke at the third meeting, outlining the services afforded by our trains on the Four Great Routes and describing the accommodations of each train. His discussion included the method of inaugurating train service to answer the public need and the part Pullman Company plays in train service work.

Other meetings have been devoted to an outline of the tariffs used in the S. F. District, how our tariffs cover the system, how tariffs should be used to locate fare information quickly and correctly, a study of the more intricate phases of passenger fare structure, and timetable use in planning itineraries.

Assistance in individual instruction is being lent by agents and others who have had many years of experience in this field. These Monday evening meetings in the General Office Tea Room will last about three months.

It is expected that the well-organized training course will result in even more efficient service by San Francisco District information men, ticket salesmen and traffic forces, in addition to helping the young men prepare for their railroad future.



(Left) Traveling Passenger Agent N. Tooker (right) of San Jose, with Agent E. B. Walling, Chief Clerk Bill Wood and Traveling Freight Agent E. K. Springer, who were among twenty-five students in Traffic School Tooker recently conducted in Salinas.

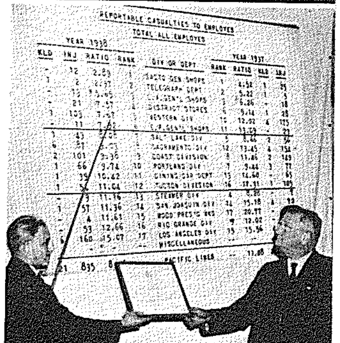
(Below) City Passenger Agent Walter C. Fell (extreme right) addressing class in the Traffic Institute he is now conducting primarily for benefit of younger men in the San Francisco Passenger District. (Left) Group of students working out a problem in rates, routings and schedules for typical transcontinental trips requested by S. P. travelers.

Western Division officers and employes assembled in Safety Meeting at Oakland Pier March 6 to receive General Manager's award for being "1938 Division Champions."

Safety Leader:

OF more than ordinary importance was the Safety Meeting of Western Division officers and employes at Oakland Pier March 6, for on that day Asst. to Genl. Mgr. A. A. Lowe presented Supt. G. E. Gaylord with a "Certificate of Commendation" (right) for his division, which led all other divisions in safety and accident prevention during 1938.

This performance was aided in large measure by the excellent showing made by Car Department employes at Tracy (below). On March 20, Mr. Gaylord reported that "not one of these 59 employes sustained a personal injury of any nature since October 31, 1937, which covers a period of approximately 225,000 man hours." This group is under supervision of Car Foremen T. Wilson and G. E. Gehlken, day and night shift respectively. The achievement is particularly outstanding when it is realized that car men are constantly engaged in working under, on top of, in or about cars, with various kinds of hand and air tools. As the *Bulletin* went to press, this record remained unbroken. Improved showing of all departments in avoiding casualties enabled Western Division to move up from fifth position in 1937 to first among the divisions last year.



Tracy employes met March 28 in a combination Safety Meeting and farewell to Master Mec. S. M. Houston, recently promoted. (Article above on Tracy Car Dept. safety record.)

Operating Results:

FOR the two months ended February 28, Railway Operating Revenues of Southern Pacific Lines amounted to $29,964,258, or $1,021,398 more than the revenues for the same period of 1938, an increase of 4%.

During the same period Railway Operating Expenses were $24,309,395, or $1,164,078 under expenses for the same period of 1938, a decrease of 5%.

After deducting tax accruals of $2,955,964, and net rentals for use of equipment and joint facilities totaling $1,502,157, there was left Net Railway Operating Income of $1,196,742, or a gain of $2,428,930 compared with the net railway operating loss for the same period of last year.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the month of January, 1939, the income from all sources was not sufficient to cover the fixed charges, and the final result was a Net Loss of $1,333,072, which compares with a net loss of $2,606,514 for the same month of 1938. No dividends have been paid since January, 1932.

Final results for two months period of 1939, not available as the *Bulletin* goes to press, will be shown next issue.

El Paso Freight:

TWENTY-FOUR hour improvement in freight service to Arizona points through inauguration of the *Arizona Overnight* was extended to El Paso, effective March 13. Shortly after arrival at Tucson, merchandise cars destined to El Paso are transferred to the first freight connection, and arrive in El Paso early the following morning. Through this new service, shipments originating in San Francisco receive third morning delivery in El Paso.

Electric Lines:

SOUTHERN PACIFIC'S stock interest in the Fresno Traction Company in Fresno, the San Jose Railroads in San Jose and vicinity, and the Stockton Electric Railroad Company in Stockton has been sold to the Pacific City Lines, Inc., subsidiary of the National City Lines, Inc., which company now conducts motor bus operations in 25 cities throughout the United States. The transaction became effective April 1.

The San Jose lines, formerly an electric railway system, are now operated by motor coach, the Stockton lines by electric cars, and the existing electric car system in Fresno is being replaced by motor coaches.

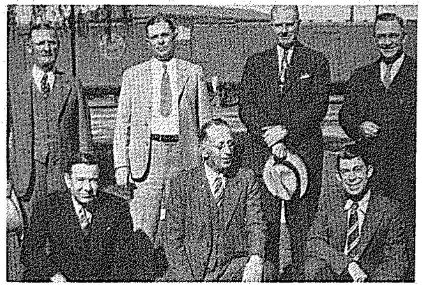
The Pacific City Lines will take over the forces and operations in all three cities as they are at present conducted, according to R. K. Jefferies, vice president of the Pacific City Lines, who said this was the first venture of his company on the Pacific Coast.

Arizonans Sell Their "Overnight" Freight

ARIZONANS have gone to work with a determination for their new fast "Overnight" merchandise freight train from Los Angeles, and the result has been a continued average climb in tonnage and revenue during the last few weeks. Employe groups, vigorously supported by Superintendent Wm. Wilson, have been organized and the territory is being thoroughly combed for freight customers. Tucson has its "S. P. Employes 'Arizona Overnight' Assn."; Yuma its "Yuma Valley S. P. Employes AON Club"; Phoenix its "S. P. Employes Salt River Valley Assn."; and Globe its "S. P. Employes Club." Circulars telling features of new service, also pointing out heavy S. P. payroll, maintenance expenditures, tax payments, and part S. P. has played in development of Arizona, have been broadcast over signature of Supt. Wilson. Operation of the "Overnight" has added 90 new jobs—60 on Tucson Div., 30 on Los Angeles Div. Employes are out after freight business not only because they want to keep these jobs on the railroad's roster, but also because they know S. P. is providing a dependable merchandise service that merits public support.

PHOENIX (left) organized Mar. 20, Clerk Henry Payne, chairman; **GLOBE** (below) followed on Mar. 21, Agent F. J. Jones, chairman; Agent J. B. Stone, secty.

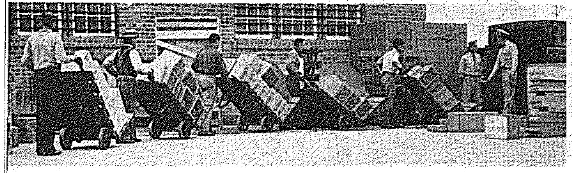
YUMA Ladies' Auxiliary members are active among local merchants, and "more freight for 'Overnight' " is first order of business at semimonthly bridge meetings. Mrs. F. F. Green, chairman; Mrs. C. C. Bomar, secty.; Mrs. E. V. Shaw, publicity; Mrs. Betty Cain, Mrs. Orville Smith, Mrs. Wm. Nighswonger, Mrs. B. S. Weiler, Mrs. E. L. Price, Mrs. Shaw, and Miss Marie Kiem, executive board.



OFFICERS and few of most active workers (right): Tucson Ladies' Auxiliary, l. to r., Mesdames Eva Wills, A. H. Hammonds, O. O. Hutcheson, Juanita Moore, I. D. Ferguson, J. Sleeter, L. J. Murphree and E. L. Hudnall. (Standing) I. P. McBride, loco. engr., pres., Tucson; Agent B. S. Weiler, Yuma; Freight Agent A. L. Pixley, Tucson; Leo W. Lee, clerk, asst. secty., Tucson. (Kneeling) O. L. Smith, clerk, pres., Yuma; W. C. Heim, frt. agt., Phoenix; Leroy Magers, head timekeeper, secty., Tucson. Other officers: E. C. Boyd and R. C. Samaniego, vice presidents, Tucson; B. M. Bragdon, secty., Yuma.

SYSTEMATIC and thorough are the methods of the Arizona business-getters. First, by means of a brief printed message on a personally signed card, they acquaint the local business firm with the "Overnight" service and with what S. P. means to the community as an employer and tax payer. Then follows personal solicitation, and backing up the entire effort is a complete card index of who is shipping what, who is a good prospect, who has solicited the prospect, and what problems remain to be overcome.

OUTSTANDING business-getters and active workers are so numerous it is difficult to single out a few, but, in addition to others named on this page, Supt. Wilson mentions: Engineer Thos. E. White, Cashier O. Salvatierra, Claim Clerk L. Caballero, Trainmaster F. W. Cantrell, and Agents W. C. Heim, H. S. Clark, N. H. Stover, G. W. Adams, M. Goodwin and R. D. Lansden. No. 1 on Tucson's "hit parade" is the "Arizona Overnight" song, "Roll 'Em On Boys, Roll 'Em On," written by Engineer I. P. McBride.



MERCHANT Joe Tang is one of the Tucson businessmen who has joined with S. P. forces as a booster for the "Overnight." Above he is shaking hand of Eng. Foreman Tal Morehead, first employe committeeman to solicit his business. But Tang needed more persuasion, so Engineer Wade Smith, Rate Clerk Mart Moore, and Leroy Magers added their convincing arguments. Result: Tang gave the "Overnight" a tryout with a 10,000-lb. shipment; now he's a regular customer. (Upper left) Tang's first shipment being moved from freight car to truck, and (left) delivered to his store door by PMT drivers E. W. Gibson and J. W. McDonald. Also in upper picture are: Earl Wentz, Bob Evans, I. D. Ferguson, Tony Tappero, W. H. Kline, Leroy Magers.

TUCSON forces have held numerous "pep" meetings. (Above) Group addressed at meetings Mar. 14-15 by Vice President J. T. Saunders, Genl. Frt. & Pass. Agt. L. H. Trimble, Asst. to Pres. K. C. Ingram, Supt. Wm. Wilson, Frt. Agt. A. L. Pixley, and various brotherhood representatives, including Oscar Boone, BRT; Tully Jones, BLF&E; P. Y. Freeman, BLE; J. J. McMahon, ORC. ● (Left) Freight station and PMT forces, Agt. Pixley, left, PMT Superintend't J. E. Skofstad, right; ● and, (below) portion of crowd at mass meeting Mar. 17 when more than 100 answered Pres. McBride's call for volunteers to canvass business firms. Asst. Secty. Lee explained method of card index in keeping systematic record of local customers and merchants solicited by employes.

YUMA folks are not so proud of this picture of their fine picnic and campaign rally, but are justly proud of their results in getting tonnage onto the "Overnight."

MASTER MECHANICS A. B. Wilson (left) and S. M. Houston have been promoted from their positions on the Coast and Western Divisions, respectively, to the newly created positions of assistant sup't of motor power at Sacramento and L. A. (See "Promoted" for other appointments.)

Promoted:

Important advancements in the Motive Power Dept. became effective April 1. **A. B. Wilson,** master mechanic, Coast Div., and **S. M. Houston,** master mechanic, Western Div., were appointed to the newly created positions of ass't superintendents of motive power at Sacramento and Los Angeles, respectively. Master Mechanics **L. T. Fife** and **L. A. Mitchell** moved up to succeed Wilson and Houston at Bayshore and West Oakland, while **E. E. Hinchman** succeeded Fife at Bakersfield on San Joaquin Div., **R. E. Harrison,** Diesel engineer in office of gen'l sup't of motive power, succeeded Mitchell as master mechanic, West Alameda, Interurban Elec. Ry., and **E. R. Auton** succeeded Hinchman as ass't master mechanic at West Oakland.

Wilson's railroad service dates back to his apprenticeship with the Missouri Pacific in 1905. Later he was with the Frisco Lines and Santa Fe, coming to the former Corvallis & Eastern (now S.P.) as machinist at Albany, Ore., in Oct. 1911. Subsequently he was roundhouse foreman at Albany, ass't master mechanic at West Oakland, Sparks, and Eugene, and was master mechanic at Brooklyn, Ore., when he moved to recent position at Bayshore in Aug. 1936.

Most of Houston's service has been with the S.P. of Mexico and the former Arizona Eastern. He started as mach. apprentice at Globe, Ariz. in April 1913, and was subsequently machinist, roundhouse foreman, gen'l foreman, and master mechanic there prior to Oct. 1924 when he went to Empalme, Mex., as shop sup't. He was sup't of motive power and ass't gen'l manager on the Mexico Lines before coming to Western Div. as ass't master mechanic in May 1937. He became master mechanic there in Oct. 1938.

Fife's early railroad service as machinist was mostly with the S.P., U.P., and Utah Copper Co., at points in Utah and Nevada. He became erecting foreman for S.P. at Sparks in Dec. 1921, then dep't foreman, gen'l foreman. Subsequently he was ass't master mechanic at Eugene and Sparks, and had been master mechanic at Bakersfield since Aug. 1937.

Mitchell's first service with S.P. was as mechanical draftsman in June 1909. He advanced to chief mech. draftsman and in Jan. 1924 was appointed master mechanic, East Bay Electric Div. He became ass't master mechanic when the electric division was consolidated with Western Div., and in Dec. last year was appointed master mechanic of Interurban Electric Ry.

Hinchman started as a junior draftsman in Sept. 1912; advanced in the gen'l sup't of motive power office and became dynamometer engineer in May 1926; then ass't master mechanic at Roseville, June 1936; and same position at West Oakland in Oct. 1938.

Harrison was draftsman and chief draftsman for Holt Mfg. Co. for five years before coming to the S.P. as a draftsman in the motive power dept., General Office, in Aug. 1923, and had been appointed Diesel engineer in Feb. of this year.

Auton began his service at Mission Bay Roundhouse as a machinist in Oct. 1911 and advanced to foreman machinist, assistant and then roundhouse foreman, and in Aug. 1936 was promoted to general foreman at Bayshore.

Appointment of **Turner McAllaster** as land commissioner to succeed the late C. F. Impey, was announced effective March 16. The title of railroad land commissioner is a familiar one in the McAllaster family, both his father and grandfather having served in that capacity for S.P. and U.P. respectively. McAllaster entered service in 1908 as secretary to the land commissioner. For the past two years he held the post of assistant land commissioner.

Retirement of Wm. Simmons as Traffic manager of S. P. Steamship Lines in New York resulted in the move up of several general agency officers. General supervision and control over freight and passenger traffic, respectively, of the "Morgan Line" has been assigned to **S. C. Chiles** as general freight agent, and **H. H. Gray** as general passenger agent. **E. H. Rutherford, Jr.** succeeds Chiles as general eastern freight agent for S. P. while Gray will combine his jurisdiction with that of general pass. agt. for Southern Pacific. **H. F. Starke** succeeds Rutherford as general agent for S. P. in New York. General Agent **E. N. Hurd, Jr.** moves from Washington, D. C., to Pittsburgh, and **Wm. H. Herrin** advances from ass't chief clerk, Traffic Dept., Chicago, to general agent at Washington, D. C.

Chiles started with the Cin. Northern as steno-clerk in 1899 coming to the S. P. agency at Syracuse the following year where he was traveling agent. He was in private business for a short time in 1907 before becoming contracting agt. and com'l agt. for S. P. in New York. In 1915 he was appointed DF&PA in Buffalo. Then he was on furlough for four years, returning to S. P. as general agt., Freight Dept., N. Y., and was appointed general eastern frt. agt. in 1920.

Gray has had wide experience in the eastern agencies. He started with S. P. as ass't ticket agt., Chicago, in 1912 after three years' service with other lines. He was ticket agent there until 1918 when he was out of service for a short time, returning as pass. agt., New Orleans, in Aug. 1918. Other appointments: city pass. agt., Chicago, 1920; dis. pass agt., Chicago, 1922; genl. agt., Kansas City, 1923; asst. genl. pass. agt., New Orleans, 1924; genl. agt., Pass. Dept., New York, 1927; genl. eastern pass. agt., 1929; genl. passenger agent, 1933.

Rutherford started with S. P. in 1916 as steno in the Buffalo office where he was later rate clerk and chief clerk. After serving in the army during the war he became correspondence clerk in the N. Y. freight office, where he was successively freight agt., chief clerk to genl. agt., asst. genl. agt., and was appointed genl. agt. Frt. Dept., in June, 1938.

Starke became city pass. agt. for the SP-UP at Pittsburgh in 1910, where he was frt. and pass. agt., and asst. genl. agt. until his appointment as genl. agt. in 1925.

Hurd returns to the agency where he started with S. P. as trav. pass. agt. in 1916. He was TF&PA and DPA there until appointed genl. agt. at Washington, D. C., in Jan. 1936.

Herrin came to S. P. as clerk at the Atlanta agency in 1923 after five years' experience with the N. C. & St. L. He was later chief clerk and CF&PA and in 1930 went to Chicago as city frt. agt. where he became trav. frt. agt. in 1934 and asst. chief clerk, Traffic Dept., in Jan. 1937.

Died:

A. M. Chambliss, telegrapher, Santa Barbara, Mar. 15. . . . **Abraham Juarez,** car dep't laborer, LA Div., Mar. 3. . . . **Ben F. Grauss,** brakeman, San Jose, Feb. 23. . . . **Harry Eastman,** brakeman, Salt Lake Div., Feb. 19. . . . **Ray Mills,** engineer, Fresno, Feb. 28. . . . **W. C. Amelon,** conductor, Rio Grande Div., Mar. 1. . . . **A. W. McCormack,** engineer, Portland, Feb. 15. . . . **A. F. Morley,** clerk, Silverton, Feb. 10. . . . **O. O. Hunsaker,** brakeman, Eugene, Feb. 21. . . . **Frank Woodruff,** water service mechanic, Portland Div., Mar. 9. . . . **H. M. Ross,** conductor, Portland Div., Feb. 20. . . . **Hugh Stewart,** yardman, Sacto Div., Feb. 26. . . . **Harry B. Benson,** signalman, West Oakland, Mar. 21. . . . **Daniel J. Lagen,** clerk, Coast Div., Feb. 21. . . . **Daniel Sullivan,** M. P. Dept., Coast Div., Feb. 24. . . . **Erdman Losewitz,** M. P. Dept., Mar. 2. . . . **Chas. P. Murray,** redcap, Coast Div., Mar. 15. . . . **A. J. Deere,** signal maintainer, Mar. 21. . . . **Emil J. Voutaz,** carman LA Shops, Feb. 16.

Recent deaths among pensioners: *General Office:* **John W. Anderson,** porter, DCHR&NS, Feb. 25; **Hugh W. Allen,** clerk, Engineering, Mar. 18; **Harriet E. Cameron,** seamstress, DCHR&NS; **Eugene Vrooman,** schedule clerk, Traffic; *Coast Division:* **Patrick E. Flynn,** flagman, Mar. 6; **William H. Harris** locomotive engineer, Mar. 4; **James M. Roy,** brakeman, Mar. 8; **John H. Sweeney,** crossing watchman, Mar. 2; *El Paso General Shops:* Arthur Lawless, foreman, Mar. 15; *Los Angeles Division:* **Hugh C. Camblin,** B&B carpenter, Mar. 2; **Alfred M. Foster,** foreman, Feb. 14; **Charles A. Holt,** yardman, Mar. 5; *Los Angeles General Stores:* **George T. Roberts,** laborer, Feb. 21; *Portland Division:* **Edward J. Karr,** brakeman, Feb. 23; **Nick Moratis,** section laborer, Mar. 5; *Sacramento Division:* **DeWitt K. Hubbs,** lead workman, Feb. 19; *Sacramento General Shops:* **William H. Tulloch,** molder, Mar. 18; *San Joaquin Division:* **Charles L. Scott,** hostler, Mar. 10; *Western Division:* **Frank Gannon,** yardmaster, Mar. 11; **James J. McCarthy,** engineer, Mar. 11; **Ernest P. Smith,** engine foreman, Mar. 8. *S. P. S. S. Lines:* **Louis E. Moths,** claim clerk, Mar. 1.

Married:

Arthur Haight, engine crew dispatcher, Sparks, to Miss Meta Beasare, Feb. 14. . . . **Wm. VanNurden,** hostler, Brooklyn, Ore., in February. . . . **Frank Marks,** Klamath Falls, to Miss Blanche King, in March. . . . **Jesus Barrios,** file clerk, El Paso Telegraph Office, to Miss Sarah Serna, Mar. 14. . . . **Sydney F. Jordan,** PMT Central Dist., to Miss Edna Louise Villette, Mar. 21. . . . **Cliff Tonkin,** Aud. Pass. Accts. office, to Miss Dorothy Rawlinson.

Born:

To Mr. and Mrs. **Rutilo M. Garcia,** a son, Feb. 25. Garcia is boilermaker helper, El Paso Shops. . . . Mr. and Mrs. **M. E. Escajeda,** a son, Mar. 4. Escajeda is laborer, El Paso Shops. . . . Mr. and Mrs. **Henry F. Armstrong,** a daughter. Armstrong is a machinist, El Paso Shops. . . . Mr. and Mrs. **Gary H. Conlin,** a daughter, Judith Ann, Mar. 12. Conlin is a system rail crane operator, Auburn. . . . Mr. and Mrs. **Gerald Blackburn,** a daughter, Mar. 8. Blackburn is clerk in Sparks Store. . . . Mr. and Mrs. **Manuel Hartor,** a son, Mar. 7. Hartor is compressor operator, extra gang 34, Salt Lake Div. . . . Mr. and Mrs. **Phillip E. Fey,** a daughter, Andree Kathryn, Mar. 9. Fey is machinist, Mojave. . . . Mr. and Mrs. **H. R. Demmon,** a son. Demmon is B&B inspector, Portland Div. . . . Mr. and Mrs. **Gene Gutierrez,** a daughter, Mar. 10. Gutierrez is clerk, S. F. Freight Station. . . . Dr. and Mrs. **D. L. Gamette,** a son, Feb. 4. Dr. Gamette is one of the staff of Dr. Hall at LA Shops. . . . Mr. and Mrs. **Eli J. Divine,** a son, Mar. 11. Mr. and Mrs. **Vernon Lee,** a daughter, Mar. 12. Divine and Lee are PMT employes in Central District. . . . Mr. and Mrs. **Joseph Henneberry,** a daughter, Constance Margaret, Feb. 19. Henneberry is in P.F.E. Accounting Dept., S. F. . . . Mr. and Mrs. **Al. Suter,** a daughter, Mar. 26. Suter is secretary in Frt. Claim Dept., S. F. . . . Mr. and Mrs. **A. N. Kohs,** a son. Kohs is yard clerk, Watsonville Jct.

Retired:

Wm. Simmons

Wm. Simmons, traffic manager of Southern Pacific Steamship Co. "Morgan Line," with headquarters in New York City, closed a half century railroad career when he retired April 1. He spent the last 35 years and the first two years (1889-1901) with the S. P. and the remaining years with the Pennsylvania and other lines. From rate clerk in the New York office he became assistant general freight agent, Steamship Lines, in Jan. 1911, and advanced to general freight agent in July 1916. During the war years he was in the Railroad Administration and Director of Traffic offices, and was appointed general freight and passenger agent S. S. Lines, in Oct. 1919. He had been traffic manager of these lines since Jan. 1925.

Employes whose annuity applications have been approved recently by the Railroad Retirement Board:

General Office: **John C. Frohliger,** loco. record clerk, Supt. Motive Power; **Frances Murphy,** stenographer, Vice President-SFT; **Thomas B. Wilson,** clerk, Vice Pres. SPT.

Coast Division: **Albert Brown,** check clerk; **Edward H. Brown,** yardman; **William H. Bye,** brakeman; **Milton M. Clegg,** car foreman; **Harry E. Emler,** trucker-clerk; **James D. Francis,** conductor; **Mansuato Galli,** section laborer; **Robert E. Leaf,** condr., **John J. McGough,** stevedore; **Louis C. McKay,** yardman; **Smith McKenzie,** car foreman; **Beuth H. Nelson,** trucker; **Urbano Pina,** painter; **William A. Ray,** switch-tender; **Asman Robinson,** conductor; **Wm. E. Smith,** engineer; **William F. Vandewater,** tender truck foreman; **Edmond Williams,** engineer.

SALT LAKE DIVISION STAFF OFFICERS recently got together for this picture on the occasion of a Business-Getting meeting at Carlin. Seated, left to right: S. H. Bray, ass't sup't, Sparks; J. C. Goodfellow, superintendent; T. J. Foley, ass't sup't, Ogden; T. Bergerson, dist. frt. & pass. agt., Reno; Otis Weeks, div. engineer. Standing: E. H. Dahlin, watch inspector; O. W. Lassen, road foreman engines; C. W. Fowler, ass't signal supv., Sparks; C. A. Johnson, B&B sup'v.; W. J. Kinner, master car repairer; J. E. Stone, master mechanic; T. L. Williamson, roadmaster, Winnemucca; J. F. McQuistion, trainmaster, Carlin; M. H. Hershberger, signal supv.; O. A. Byrne, assistant signal supv., Ogden; C. C. Clark, roadmaster, Ogden; and J. J. Doyle, roadmaster, Sparks.

El Paso General Shops: **Albert B. Ahr,** machinist; **Alfonso Kobell,** tender truckman.

Los Angeles Division: **Harry H. Bartel,** yardman; **Charles M. Dawley,** conductor; **William Donaghy,** checker; **John E. Dougher,** passenger director; **Edward Jenne,** car builder; **Thomas J. Keogh,** crew caller; **Bartel Lauresen,** stationary engineer; **Walter F. Malott,** telegrapher; **Robert P. Roe,** conductor; **George W. Taylor,** agent.

Los Angeles General Stores: **Hermenegildo Saldivar,** laborer.

Los Angeles General Shops: **Edward A. Lovelace,** car painter; **Moritz Rehwald,** machinist; **William E. Sterk,** machinist.

Portland Division: **Andrew J. Carman,** conductor; **Miner H. Crandall,** conductor; **Oroville O. Cunningham,** track laborer; **James H. Garvin,** brakeman; **William Jones,** ditcher engineer; **John C. Latta,** trucker; **Jacob B. Lightfoot,** section laborer; **Christ Petterson,** section foreman; **James B. Read,** telegrapher; **John D. Ryan,** shop laborer; **Samuel T. Scott,** roadmaster; **Forrest M. Smith,** agent; **Daniel Williams,** hostler.

Rio Grande Division: **Celestin J. Clavel,** conductor; **Gus Grossmiller,** pumper; **Walter P. Hines,** boilermaker; **Mason L. Hull,** engineer; **Eugene R. Mountain,** clerk.

Sacramento Division: **Carl Bonderson,** section foreman; **William M. Burdick,** conductor; **Jeremiah J. Carroll,** yardman; **George E. Dickson,** engineer; **John H. Hamill,** W. S. mechanic; **Edwin M. Hart,** section foreman; **Emmett Hollingsworth,** engineer; **Thomas Joffer,** section laborer; **Tom Kos,** car oiler; **Charles Lang,** conductor; **Homer A. Moynahan,** yardman; **Edward G. Poe,** machinist; **Joe Vanacore,** sweeper; **Amos Williams,** electrician.

Sacramento District Stores: **Giaimo Calogero,** scrap sorter.

Sacramento General Shops: **Antone Burich** helper; **Charles J. Lindstrom,** patternmaker; **Williams H. Muller,** molder helper; **Henry L. Ravellette,** painter; **William T. Simmons,** molder; **Joseph N. Tambert,** machinist helper.

San Joaquin Division: **John M. Burkemer,** brakeman; **John W. DeFord,** section foreman; **Jesus Hernandez,** section laborer; **David E. Shattuck,** yardman.

Salt Lake Division: **Horace B. Bagley,** conductor; **Paul E. Born,** agent-teleg.; **Charles C. Clark,** roadmaster; **Walter R. Jude,** engineer; **George O. McBride,** mach. helper; **Raffaello Pardini,** extra gang laborer.

Steamer Division: **Lee A. Borgstrom,** machinist; **William A. Elsasser,** captain; **Peter L. George,** deckhand; **Manuel R. Perry,** watchman; **Otto P. Soderman,** deckhand; **Paul W. Westerberg,** assistant chief engineer; **Charles G. Wilkman,** deckhand; **Ernest C. Williams,** chief engineer.

Tucson Division: **James A. Frederick,** b&b carpenter; **Caleb Houston,** machinist; **Benjamin C. Williams,** clerk.

Western Division: **Robert A. Barr,** yardman; **Howard Bonebrake,** machinist; **Thomas A. Caton,** ticket collector; **Wm. Colburn,** ticket collector; **Timothy M. Daley,** mail handler; **Manuel S. de Silva,** trucker; **Douglas E. Gleason,** car inspr.; **Vallandingham Hazlett,** yard clerk; **Thomas A. Holmes,** carpenter helper; **Florence E. Jameson,** matron; **Tom Lippo,** laborer; **Patrick McDonough,** section foreman; **Minor E. McLain,** brakeman; **Arthur J. Ring,** brakeman; **John H. Staehle,** yardman; **Charles Stark,** towerman; **John E. Thexton,** yardman; **George W. Tibbitts,** W. W. mechanic; **Irving L. Van Loon,** telegrapher; **Harry Williams,** car inspector.

Miscellaneous: **Charles S. Abrams,** longshoreman; **Thomas H. Hannon,** longshoreman; **Ernest Hewson,** longshoreman; **Vincent Sporar,** longshoreman; **William R. Winn,** comm. agent, S.P.S.S. Lines.

Walter B. Lawson, well known in Central California as representative of the Employes' Mutual Benefit Association, retired April 1. He had been with the EMBA since June 1901 and was first assigned to the entire Pacific Lines. In recent years he has covered the territory between San Luis Obispo and Port Costa, including the S. F. Bay district. Prior to joining the EMBA, Lawson had been in the S.P. ticket and freight offices at Sacramento, and at various stations on Coast Division since 1886.

Traffic Districts

General Passenger, L. A. Jas. G. Shea

The Southern California Passenger Association bowling gang went to S. F. for a return match with the S. P. Club March 26. All had an enjoyable time. . . . Your correspondent spent a recent Sunday morning rubbing elbows with the "swank" at Palm Springs and Sunday afternoon picking up what was left of his "jaloppy" after it caught fire while parked in front of the Desert Inn. . . . Leo F. Anso will succeed T. F. Fitzgerald on his retirement as head rate man in this territory May 1. . . . Bob Olsen, PRA clerk plans to see the New York Fair on his vacation this year. We wonder if anybody is going with him? He won't admit it, but we only heard. . . . We are working with full force now, with the addition of newcomer Joe R. Fuller who is handling the delivery messenger duties. . . . Arthur Scharding, former ticket messenger, is back again after six months leave.

The basketball team wound up its season with a victory. Capt. Haley says Earl Webster being ill accounted for the victory—this kept him from fouling so much. . . . The Passenger Baseball Team is now laying its plans to swing into action; the most important of these plans is to make the Freight Dept. their first victims.

Things sure turned green around the offices on March 17, even "Shake" Jacobson tried to act like an Irishman. Geo. Moran, chief clerk in the DPO stole the show with his green accessories and clay pipe. He even came in the front door that morning, and boy, did that make him feel good! . . . Gene Reed, PRA, plans to tour Southern California for his vacation this year, spending most of the time hunting. And he's not taking his motorcycle.

General Passenger, S. F. "Lower Berth"

The Pacific Northwest (you know, the gateway to Alaska, Jasper, Lake Louise—we could go on forever) Southern Pacific passenger department heads our list of visitors this time: Messrs. Ormandy and Abbott paid us a visit, then in came Messrs. Taylor, Holmes, Bryant and Craig. . . . Ticket Clerk Oldham from Bakersfield called to say hello to many of the boys he has talked to over the 'phone for years. . . . Southern California was also well represented; J. S. Stetler came north chaperoning several horses, while Hammerstrom paid us a short visit while staying with Warner Bros. at Monterey where they are making a movie. Jim Murdock and S. T. McCann were in from Salt Lake, Murdock looking OK after his stopover a few weeks ago in the hospital.

With a few advance suntanned faces running around the office, one thinks of spring and with it—spring fever; then you think of sunshine, Santa Cruz, warm sands and all that stuff. The answer is—that "tired feeling" which calls for a good portion of that ol' sulphur and molasses. . . . We said "good bye" to Larry Helmer and wished him every success in his new venture. Larry now meets our clients "face to face" in the S. F. District Passenger office under the able guidance of Geo. Hanson. Speaking of faces, we have been seeing a strange one hereabouts lately—it turned out to be none other than "Wiltshire Boulevard" Mogler from the southland. . . . Believe it or not, that large package addressed to Gordon Crockett was garden seed. He's planting the south 40 in oats this spring.

The major oil company that advertises a "quick start" is missing a good bet—they should come to our office and see real "quick starting" when some of our boys spot a prospective "queen" come through 759 with a handful of tickets. . . . Lester Marshall was accused of playing jacks but we found the report was "bulled"—it was 4 jacks. . . . Don Coulter is busy preparing for the new SP play, also in catching up on his primary history. . . . Porky Blanchet has been snowburned the past months from the weekend ski trips in the high Sierra. . . . F. S. Howard made another quick trip to Chicago. . . . Our thought for the month: "*Show a man you are interested in his business and he will become interested in yours.*"

Salt Lake Division

Howard E. Watts
Sup't Secretary, Ogden

A concert second to none is being planned by the Ogden S. P. Male Chorus as an entry from this division at the S. F. World's Fair on May 14, S. P. Day. The Club members held a dance April 1, proceeds of which are to be used in defraying expenses of the 40 members to San Francisco. Just wait until you hear these boys, you jest ain't heard nothin' yet.

Ogden Old Timer's club held regular business meeting on March 3 and entertainment following was in the form of "Reminiscences" presented by E. O. Halsted, H. H. Cordon, L. J. Sparks, G. W. Brandis, F. W. Klock and C. C. Clark. Bob Binnie did a fine job of leading in community singing. Next regular meeting will be held May 5. . . . February 28 marked an impressive ceremony in the retirement of Monroe Baird, boilermaker, Ogden shop, after 37 years' service. Fellow employes conducted the impromptu meeting and suitable gift was presented. Speakers were H. G. Vance, dept. foreman; J. T. Mumford, wrecking foreman; Roy Brown, J. E. Burton, Harold Taylor and Albert A. Williams.

A sure sign of spring: Hegbert Anderson has his fly rod out, all oiled and waxed ready for business. . . . Machinist John Gibson and family plan vacation to Los Angeles. . . . Machinist Al Inone returned to the job after a brief survey of his orange grove near Oceanside, Calif. . . . Pipefitter Len Nettles returned to the job after brief illness. . . . Machinist Parley Leishman appointed Chairman of Ogden Shop Safety First Committee, relieving S. J. Bevan whose duties transfer him to night work. Ogden Shop is very proud of their

PRIZE WINNER: Otto Thorsted, pipefitter, Ogden Shop, with one of the fine breed of poultry which he raises as a hobby. His Barred Plymouth Rocks recently won first prize at the Ogden Poultry Show.

safety record having at this writing covered a period of 673 days without a reportable injury. Not to be outdone in safety work, Charlie Tyrer, district storekeeper Ogden, reports a record of 7300 days by the Ogden Store Department without a reportable injury, and during this period employment consisted of from 12 to 83 employes. These are both remarkable records as is that of Sparks Store Department reported in last *Bulletin*. Congratulations to these employes!

Machinist Apprentices Wes Bennett and Denzil Forsgren and families vacationed at Treasure Island. . . . Clerical assignments: C. H. Hartson, caller Imlay; H. E. Paradis, clk-whsman Lovelock; J. F. Young, timekeeper Ogden; J. W. Cottam, mfst clerk Carlin; E. S. Vaughn, janitor Sparks; B. A. Willson, eng. crew dispr. Ogden; Hugh Jacobsen, mfst. clerk Carlin. . . . Commendation for activities in I. C. S. studies to Roscoe L. Allen, machinist Ogden; J. H. Dressler, boilermaker apprentice Sparks.

Fred Chambers, investigator Ogden, is in General Hospital. . . . S. P. Queen Contest on the division for the selection of "Miss Overland" and possibly "Miss Southern Pacific" is off to a fine start. Contest Manager G. A. Checketts reports contestants are Nadine Glantz and Roberta Wardleigh, telephone operators, Reno; Thelma Robertson, telegrapher, Montello; Helen Springer, steno-clerk, Sparks. We wish the girls success, and it's too bad there are not prizes for all.

Sparks MP&C Dept. Lee H. Wilson

An interesting Safety meeting was held Mar. 6 with 86 present. . . . L. D. Anderson, supervisor of air-conditioning, was recent visitor, shaking hands with old friends. . . . S. B. Foster, welder; Giles L. Vanderhoof, sheet metal worker app'r; Edmund Lynch; Frank Lucini, loco.carpenter; and Carl Whaley, stat'y engr., in Gen'l Hospital for treatment. . . . Six machinists recently were transferred to Sacto Gen'l Shops after being on furloughed list for many months. . . . Sparks Shop Male Chorus is raffling a fishing basket and fly rod valued at $75 to aid the music fund. . . . DeLoy Harrington, boilermaker, has been nursing a dislocated shoulder received while playing with a medicine ball. . . . Edd Gunn, boilermaker, is back after a seige of pneumonia in Gen'l Hospital. . . . Chas. Grundy, mach. app'r., in Gen'l Hospital due to appendicitis. . . . Alex Taylor, retired Ogden and Sparks M. P. Dep't employe, died at Stockton on Mar. 4. . . . John J. McNamara, retired boiler foreman, has been in ill health for some time, but at present is reported feeling fine. He likes to have the boys call around for a visit once in awhile. . . . Chas. Loking and R. E. Moss returned after a visit to Gen'l Hospital. . . . Frank Taylor has accepted a permanent position in Alameda Shops. . . . Cal Sloan, chief clerk to ass't supt., has been in Gen'l Hospital. . . . W. G. Foote, lead workman, won a decisive victory over a case of flu. . . . Dean F. Nelson, store helper, has been accepted by Northwestern University of medicine. He has been attending Univ. of Nevada for the past four years in addition to dishing out store supplies at night.

Rio Grande Division

Robt. R. Hall,
Payroll Voucher Clerk, El Paso

Contestants in the race for Queen of the Rio Grande Division at the S. F. Fair on May 14, "S. P. Day": Ethel Greene, Evelyn Biron, Gladys Henley, Blanche Pearson. These popular candidates promise local fans and employes a run for their money before the close of contest. All were about even in number of votes at time of going to press.

Phelps-Dodge Corporation will start work soon on their $150,000 Hospital at Douglas. . . . Division Storekeeper Geo. Ferguson, Douglas, is remodeling his home. . . . Dispatcher W. A. Collins is spending his vacation at home. . . . Telegrapher McCauley, Hachita, on sick list, was relieved by H. W. Soper. . . . G. C. Hollamon, chief clerk to master mechanic, returned from General Hospital. . . . Dispatcher W. A. Alford was off with the flu. . . . Engr. John Chelius returned to work after several days with flu. . . . J. W. Beauchamp, warehouse foreman, Tucumcari, in Hotel Dieu, El Paso.

Recent visitors to General Hospital: J. F. Lane, MP timekeeper; Ruth Long, telegrapher; R. J. Manguno, clerk, supt. office; W. A. Hodgkins, telegrapher, Lordsburg. . . . Retired Yardman D. W. Clark died at his home in Del Monte, Calif., Feb. 18 and was buried at Tucumcari. . . . Section Foreman S. W. Hale has applied for annuity from the Railroad Retirement Board.

The old EP&SW Depot at Bisbee, built in 1899, has been torn down as result of a fire in Phelps Dodge Company's store which was part of the building. Thus another old landmark is added to the list of those which are rapidly disappearing to make room for modern facilities, reports Agent E. L. Christian. Among those to whom the old depot brings back memories is Warehouseman Frank C. Fenderson, who formerly worked there.

Telegraph Dep't

Miss "Pat" Dowd, Secretary
Sup't Office, San Francisco

Lineman Mike Hanel of Ashland, was here for a check-up at the hospital, and we were glad to see him on his first visit in three years. . . . Frank Rich recently reported ill at the General Hospital and expects to resume duty at Owenyo soon. . . . The first three months of 1939 passed without a reportable accident, a remarkable accomplishment, and all are to be heartily congratulated. Keep the good work up and see if we can set a new record among the employes of the telegraph department. . . . A telephone carrier is being installed which will give us a through circuit between San Francisco and Dunsmuir. . . . We hope to follow up with a similar installation, Dunsmuir to Portland. . . . Tests are being made with a chattabox, a small telephone box, built on the carrier plan, which permits telephone reception a distance up to 100 miles over a single wire, and can be operated over that circuit while still being used in telegraph or telephone service. Further details of this new device will be given linemen later, providing tests indicate them to be practicable for our service. . . . The transportation radio league is gaining in membership daily, and we expect to have something of real interest in the next *Bulletin* for the membership now numbering 112. . . . The Telegraph Department is proud of its many aspirants (on the various divisions) for the Queenship and title of "Miss Southern Pacific," to reign over Treasure Island May 14, and we hope that at least one of our girls will come through with flying colors.

"BD" San Francisco E. Cutter

Vacations are in full swing in the "BD" office with Art Hansen off on a fishing trip. . . . After a siege of mumps Mary Kennison is back with us. . . . Gertie Adamina has returned to duty after a long period of nursing her mother back to health. . . . Hazel Jones and Lillian Meister have recovered nicely from a bad case of flu and rumors have it that the latter is planning a trip to New York shortly. . . . Shirley Miller and Athleen Revor are sporting new Easter bonnets which add color to the office. . . . Every girl in the office wore a green ribbon in her hair on St. Patrick's Day.

"SW" El Paso M. Cannon

Jesus Barrios, file clerk, found a million dollar baby in a five and ten cent store, Miss Sarah Serna. They slipped away to Las Cruces, N. M., March 14 and Miss Serna is now Mrs. Barrios. . . . "SW" presented the happy couple with kitchen utensils, including a rolling pin which the bridegroom says might well have been omitted. . . . W. J. "G-Man" Serry was successful applicant for printer position No. 4. . . . Johnnie Campbell hasn't given up hopes yet. He goes into a jig every time he sees the Western Union messenger come in, expecting a good-news cablegram from Ireland. R. E. Steere was a recent visitor, describing Treasure Island so vividly and with such enthusiasm that we know we can't miss seeing it.

Tucson Division

Leroy Magers,
Head Timekeeper, Tucson

It's all business-getting down here now and we can't be disturbed by ordinary events. We have had some fine meetings, formed clubs and held picnics, secured some business for our *Overnight* and in general been a very busy bunch of employes. Agent A. L. Pixley has been in as many as three places at once, while Agent B. S. Weiler of Yuma has secured wonderful results in new business with the splendid support of the Employes Club there.

We went to a picnic at Yuma March 12 and had the time of our lives. Eat! Boy how we did eat. The ladies auxiliary of the Employes Club had prepared tons of appetizing salads, pickles, broiled steaks, fried chicken, rabbit, sandwiches, cakes by the score, roast meats of various kinds and now w're getting hungry all over again. The single men chipped in to buy many gallons of ice cream, cases of soda pop, made lemonade and orangeade by the barrel, so that a continuous repast was spread from noon 'til evening. This is a sample of what our business-getters are doing to really get together. President of the Club, O. L. Smith, was the main reason all went so well, we were told by many. He was ably assisted by Joe Coffee, B. S. Weiler and others. There were so many ladies doing their best to help Mrs. Fred Smith, president of the Club Auxiliary, make the picnic a success we can't begin to put all their names down.

Among highlights of the picnic: the amount of food Engineer Joe Nash put away; the number of times Betty Cain went back for more of this and that; Henry Moore trying to play baseball while spinning on his head like a top; "Red" Williams trying to hold down our opponents to 27 runs; Bryon Nash umpiring (boo); Bob Smail's wild throws; Mrs. Green's efforts to get people to eat more than they could hold; Ray Greenwade demonstrating to a certain trusting individual that four fours are better than an ace full; Tommy White showing the dubs how to put a golf ball on the green he didn't but one of the dubs did; everybody having a good time.

"UNUSUAL WEATHER" has a habit of visiting Tucson Division one or more times every winter. These fellows at Steins, N. M. (R. E. Halderman, J. D. Smith, R. W. Ward, H. S. Bell and G. W. Grant) pose for a picture early in February before jarring their motor cars loose from the frozen snow which blankets the countryside.

We were up at Red Williams house on the way home from the picnic and Red left the ice box door open. His young police dog, smelling the nice roast that Thelma had in cold storage for next day, reached in, pulled the roast out, at the same time consigning Red to the doghouse. . . . Engineer Geo. Trimble was struck by a boy on a bicycle and painfully injured. Among other things he had two beautiful shiners, the first black eyes he has had since a wild and wooly boy. . . . Al Hammond of our S. P. bowling team turned in a neat series last month. He had 225, 230 and 259 for a total of 714, which is high in these parts this year and a fine total for any other parts.

The Athletic Association is getting started this year and it won't be long until there are plenty of sore arms and legs among the old youngsters. The Association will have more picnics and outings this year, with the baseball games arranged by the teams when they feel the urge to knock the stuffings out of some other team. . . . Carolyn Householder is editor of the Association Notes which comes out every month. . . . Geo. W. Rear, Jr. has succeeded Victor Hutchings as asst. B&B supervisor. Vic has gone to San Joaquin Division.

Our Queen Contest is booming merrily with six young ladies in the race. March 18 totals showed Margaret Armstrong in the lead closely followed by Carolyn Householder, Marie Swanson, and Betty Ball. Helen Marsh and Margaret Lowry of Phoenix had not sent in any returns so we were unable to tell how they are running. Chief Clerk H. A. Maclachlan, Chief Dispatcher G. C. Baker and Signal Supervisor O. A. Burton are the committee in charge of the vote count and they will post the record each week. All employes are urged to get into this contest and help these young ladies. Buy tickets from them or, better yet, sell tickets for them. Let's put this over big.

Coast Division

Jack Welch,
Supt's Office, San Francisco

The Queen Contest has aroused much interest on the division. From San Francisco Freight Station three of the fairest have been entered, while at San Jose we have two entries and Watsonville Junction and San Luis Obispo have entered one each. May the best one win. . . . Jimmie Knudsen, personal record clerk, developed a habit of setting traps at hidden spots around the office in quest of big game. To the dismay of the rest of the gang one of the traps was overlooked for about a week and Jimmie finally had to call for help. . . . Timekeeper Mac McCurdy took a trip to Santa Anita for the Handicap and wound up at the Gen. Hospital. Maybe the excitement was too much for him. . . . Conductor S. B. Cox installed a bird bath in his Che-ro-kee Garden at San Carlos.

Brakeman Jim Hutchinson purchased a "Dude Ranch" at San Carlos and calls it "You're Telling Me." . . . Brakeman Charles Bell was seen in Los Angeles not long ago looking over the Trailer situation. . . . Jimmy Hayes, chief clerk to master mechanic, made two strikes in a row the other night and in the excitement dropped a bowling ball on his foot and broke two toes. . . . Not to be left out of the picture Jack Kingsford kicked a shoe in the dark and broke one toe. . . . Agent Bund's son Jack, age 10, has the reputation of being the youngest student telegrapher on the system. . . . Tom Smith, redcap, has returned to duty after a serious eye operation.

The boys at Guadalupe have gone in for golf in a big way and Bob Andrus of the PFE has been giving the recruits lessons at so much per hole. Telegrapher A. Skillicorn donated the clubs he won in the shipper-growers tourney to Telegrapher Geo. Pierce who has taken up the game seriously. . . . Willie Elliott is reported spruced up to kill since transferring to the Mechanical Department. . . . Carroll D. Farrar, formerly at 95 Market, has been appointed chief clerk to Ticket Agent H. R. Chinn at Third Street Station. . . . William Van Dewater retired recently, was presented with a gift by the Mechanical Department at Bayshore.

Conductor C. A. McIntyre returned to duty after a visit to Gen. Hospital. . . . Walt Chadwick, former trainmaster's clerk and *Bulletin* correspondent at San Luis Obispo, has been transferred to the Passenger Traffic Department at San Francisco. Neal Ewers has been appointed to relieve him. . . . Bill Adams, general yardmaster at San Luis Obispo, spent a few days at the Fair, paying particular interest to furniture displays and Javanese food. . . . Fireman Edwin Prunk and wife returned from a vacation trip through New Orleans, returned via Pueblo and Ogden. Ed promises his efforts toward promoting passenger business to easterners will not be in vain.

The Fuel Oil Meeting at Mission Bay Roundhouse March 3 was well attended and some very interesting pointers were given by R. S. Twogood. . . . The Southern Pacific Club at Watsonville Junction has organized an orchestra under the leadership of Brakeman Jack M. Lundy and is reported making good progress. . . . Engineer H. L. Bishop gave his wife a new automobile.

Commendations: Brakeman E. F. Rust was commended for his cordial and congenial manner in a petition submitted by 16 passengers on train No. 72; Relief Asst. Chief Dispatcher S. L. Hynson for prompt and courteous service in handling six cars of cattle; Yardmaster B. K. Smith for soliciting business for the D. C. H&R Dept.; OS&D Clerk E. M. Maher for tracing shortage of tires; Car Inspector James Morris for assistance rendered in accident involving train and auto at Mayfield; J. M. Hanford, assistant stationmaster, for assistance rendered when dining room was flooded; Agent V. R. Herncall for signaling member of crew on train passing station that hot box had been noticed; Roundhouse Foreman F. Delves, Boilermaker Federal Inspector N. Franco and Machinist Federal Inspector J. Aiello for courtesy and attention shown members of Chamber of Commerce who were inspecting facilities at Mission Bay Roundhouse.

S. F. Freight Station G. F. Elliott

Two of the boys at the Freight Station, Leslie Chappell, saxophonist and Phil Schanzer, tap dancer, are trying to have a "king" contest started. . . . Peace and quiet of the Freight Station was disrupted by the loud tooting of a horn on the automobile of Fred Harsh, cigar baron, until a mechanic could be summoned to locate the short circuit. . . . Bill Egan has been reported as having made a clean sweep around the office.

Watsonville Jct. David Lind

Fireman C. J. Zimmerman is building a new home in the Larkin Valley Area. . . . Clare Tovarez, chief telephone operator and Queen candidate, has been in General Hospital, where she underwent an operation. . . . Agent R. H. Davis taking a trip east for his vacation, relieved by E. B. Henderson. . . . Charles Schaffer, Car Dept., paid a visit to his native state.

Portland Division

Howard E. Bailey
Sup't Office, Portland

Contract has been signed for the erection of a $500,000 plywood plant at Willamina. It is planned to start work immediately, and when completed in about six months, will employ 250 or more men. Citizens of Willamina and Sheridan donated a 28-acre site for the plant, which will operate as the Pacific Plywood Corporation. . . . Five times has Old Dock Stork hovered over the home of Harold Demmon, B&B inspector. Four times the blessings he bestowed were girls, but on February 27—and would Eddie Cantor's eyes turn green with envy—the long-hoped-for son was born. You're allowed one guess as to what he was named—yes, Harold, Jr. . . . Miss H. Michaelson, clerk, Park Street, visited with friends in Seattle. . . . Since installation of the new candy vending machine at Park Street some of the boys are putting on weight, and the girls are watching their diets. . . . Safety meeting at Portland March 15 was well attended, and many good suggestions received. Among those present were a number of pensioners, including D. M. McLauchlan, G. L. Flint, C. H. Spencer, F. E. Cavender, and E. Stroud, all of whom, though out of active service, are still vitally interested in the Southern Pacific and its problems, and watch closely the standing of the Portland Division on the safety thermometer.

MEXICO'S WEST COAST should be seen by all who love to travel, according to Brakeman Daniel B. Boone, of Roseburg, Ore., and Conductor F. C. Montgomery, of Albany, Ore. Both took many interesting pictures of native life and wrote descriptive articles that the *Bulletin* would like to publish if space permitted. Top picture is of Boone with his wife and "hombre" on observation platform of the "El Costeno" and bottom is one he took showing a team of oxen plodding along the same highway where modern motorized transportation whizzes by. Middle picture is one Montgomery took of narrow gauge equipment on the Mexican National Railway line to Oaxaca. Montgomery and his wife spent more than a month in Mexico during Dec. and Jan., while the Boone family made the trip during January. Both parties made mention of the fine service received from S. P. representatives all along the way, particularly from Eddie Carrillo at Nogales.

George Sanford, receiving clerk, Park Street, purchased a new car. . . . Agent H. J. Mohr purchased a new home in the Laurelhurst division of Portland, and Trainmaster J. M. Trefren has built a new home in the Irvington district. . . . The many friends of retired B&B Foreman W. J. Tisdale were saddened by his death March 12. He spent nearly 40 years in the Company's service.

Logging business is picking up on the division generally with movements from Tillamook, Wheeler, Foss, Belding, Tunnel 28, Hulbert, Independence, and Glenbrook. However, the movement is being held back somewhat by the heavy snowdrifts in the more mountainous sections. Piling shipments as well as lumber and poles continue heavy. . . . During the fall and winter months we moved 1785 cars of fancy pears and 330 cars of cannery pears from Medford.

Bud Miller of Park Street station underwent a tonsillectomy. He says it's more fun! . . . For the latest fishing dope see A. L. (Abraham Lincoln) Bailey, retired supplyman. Although well over seventy years of age, he frequently makes two or three trips a week from his home near Brooklyn shops to the Columbia sloughs, walking the round trip which is close to twenty miles. . . . J. H. Kinnaird, telegrapher-clerk at Roseburg, has been off duty due to serious illness of his wife. She is now much improved. . . . Yardman J. E. Pettigrew of Corvallis in General Hospital, is reported improving rapidly. . . . Sympathy is extended to Section Foreman John A Sumpter in the death of his wife.

O. C. Reifschneider has been elected Portland Division representative in connection with plans for "Southern Pacific Day" at the San Francisco Fair, and is going into the matter with great enthusiasm. His first job was to line up contestants for the Portland Division queen. In the race are Dorothy Parrott of Park Street, Polly Hanson, nurse at Brooklyn, Mabel Stewart of the Master Mechanic's office, and Helen Harkson of the Stores Department.

San Joaquin Div.

Ray Magnelli,
Secretary to Sup't, Bakersfield

San Joaquin Division Queen Contest for "S. P. Day" at the Fair, May 14, is in full swing. Standing of the contestants as of March 18, showed Amy Crouch, head telephone operator Bakersfield, in the lead, followed by Hannah O'Brien, steno, supt's office, Bakersfield; Norene Fox, telephone operator, Fresno; Arlene Holladay, telephone operator, Bakersfield. Let's get behind the Queen Contest, support Bert Ream, our Division Chairman, and the San Joaquin Division at the Fair on "S. P. Day." All who possibly can should plan to attend, with Saturday, May 13 being Homecoming or Welcome Day in San Francisco to all division delegates and others. Sunday there will be parades by Bands and Divisions, and entertainment in the open air theatre at the Fair. There will also be a big dance given under auspices of the S. P. Post of the American Legion at the San Francisco War Memorial Building on Saturday night, May 13 and the tickets you purchase for votes in the Queen Contest include admission to the dance as well as chances on valuable prizes.

Master Mechanic L. T. Fife, who has made a host of friends during his stay on the San Joaquin Division, on April 1 was transferred to Coast Division as master mechanic. Under his leadership the Motive Power and Car Department has made a very fine record in handling its work and in Safety First and we hope to see this fine record continued. We wish Mr. Fife every success on his new assignment and realize the Coast Division's gain is our loss. We welcome to the division E. E. Hinchman, our new master mechanic. . . . Division Engineer L. E. Peterson recently attended a convention of the Association of Railway Engineers at Chicago. . . . Vic Hutchins, recently transferred to Tucson Division as assistant B&B supervisor, returned to San Joaquin Division in the same capacity, succeeding Franz Misch, transferred to the Shasta relocation project. . . . Water Service Supervisor W. R. Wenner recently cured a siege of rheumatism by the old African method of iron bands on his wrists.

The Better Health Car came to the Division at Fresno March 16 in charge of Dr. Strange. Employes should take advantage of this fine opportunity to have their health checked on this well-equipped Better Health Car. . . . Ken Armistead, head file clerk, is walking around the office lately rocking a load of files in his arms. Just practice, you know. . . . Head Timekeeper L. Riley spent a week traveling over the division with Traveling Time Inspector A. Johnston.

MODEL HOBBY: Walter Pattison, fireman San Joaquin Div. and son of Signal Supervisor W. D. Pattison, switches from railway to airway to pursue his hobby of building model airplanes. He holds one of his ships which captured second place in recent Bakersfield Gas Model Airplane Ass'n contest. Containing 614 pieces of wood with about 1400 glued joints (no nails), it has a wing spread of 8 feet, weighs little more than 5 lbs., is propelled by a 1/5 h.p. gas motor. Pattison built it in six wks.

Recently the door leading to the chief dispatcher's office was closed for the first time in many years. It banged shut on the day of the "big wind" and Chief Dispatcher E. F. Wasem was locked out. . . . Conductor Joe Wagner, Fresno, claims he and his girl friend made a trip in his Model T up to the snow on Badger Pass. . . . Agent Tom Furey of Stratford is back from General Hospital. . . . Engine Foreman Thomas H. Stafford of Fresno retired March 1 after 49 years of railroad service. For the past 11 years Stafford also served as secretary of the ORC lodge, Valley Division. . . . Yardman D. E. Shattuck and Crossing Flagmen Frank Gilfeather and D. H. O'Brien, Fresno, were recently granted pension under the Railroad Retirement Act. Telegrapher Lewis Stice retired December 17. Our best wishes to these pensioners for a long and happy retirement. . . . Ticket Clerk Earl Farley of Bakersfield was photographed watching the midget auto races at San Diego through a hole in the fence.

R. F. Twogood, assistant engineer on the staff of the General Manager, was in Bakersfield last month for a fuel oil conference at which time it was disclosed figures indicated our division fuel performance in passenger and freight service was very good. . . . When you go to the Fair don't forget to say to your friends: "Meet me in the S. P. Roundhouse on Treasure Island." . . . On March 14, Maintenance Engineer F. L. Guy and General Track Inspector W. F. Monahan, made a motor car trip over the Tehachapi and expressed their pleasure on the ideal weather.

An article in "The Editor's Mail Box" of the L. A. Examiner of March 15, praised the efforts of Southern Pacific employes in our business-getting campaign and in improving relationship between ourselves and the traveling and shipping public. There is no question but that team work and cooperation promotes more business and more jobs. . . . Jeanne Merrill, one of our Bakersfield telephone operators, suffered a sudden attack of appendicitis and spent most of the month of February in General Hospital. She is back with us with a merry "hello" and in good health again.

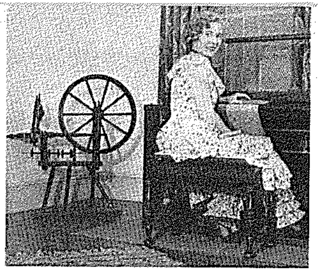
Fife Feted: Five hundred employe friends, including engineers, shopmen, storemen, gathered at Bakersfield Roundhouse on March 28 to honor Master Mechanic L. T. Fife and wish him success in his new position as master mechanic, Coast Div. On behalf of the assemblage A. H. Hoffman, road foreman of engines, presented him with a number of useful and valuable gifts, and Sup't Brennan, in a closing speech, reviewed Fife's very fine relations with employes of San Joaquin Division.

General Office

E. G. Fitzpatrick,
Bureau of News

Aud. Miscellaneous Accts. D. R. Love, Jr.

A speedy recovery to Marge McFadden who is ill in hospital. . . . Jack Brennan is planning visit to New York. . . . Geo. Yost says that S. P. Rod & Gun Irish Dinner was a huge success. . . . S. P. Club Dinner Dance at Bal Tabarin was attended by several members of our office. Jack Shaw did the Merry Widow Waltz with one of the Abbott Girls. . . . W. Corder finally made a hole in one. . . . Ed Zollner intends to quit bowling after that recent double defeat. . . . H. Crawford plans to retire after many years service. . . . Dudley Smith is commencing to boost the Yanks; Herb Larson the Oaks. . . . Wes Waldron has temporary position with Retirement Board. . . . Jerry Morris and Lloyd Sayers promise the girls that the roses will be blooming soon. . . . John Stenuff entered handball tournament. . . . Miscellaneous Accounts is still among leaders in Business-Getting Campaign. . . . Traveling Auditors Lewis and Jaspar send best wishes to all. . . . On our to-be-married list is Bill Swift, Ray Scriven; we are still waiting boys. . . . Winston Anborg, our dramatic star, is rehearsing for a club play. . . . Yes, Spring is here—look at those hats on Marion Irvin, Coral Lee and Gladys Rumsey.



OLD WORLD ART: Dressed in the old-fashioned costume she wore during Fiesta Week and seated at an ancient Swedish hand loom, Freda Fallman of Central Timekeeping Bureau presents a picture like one out of grandmother's album. Miss Fallman's appearance at the loom isn't for picture purposes alone, however, as she is proficient in the art of Swedish weaving, learned from her mother. She has also studied the intricate technique of advanced weaving, which she will demonstrate at the Swedish School of Applied Arts exhibit on Treasure Island in June and July.

Central Timekeeping Bureau R. A. Larson

Mary McDonnell was honored with a shower by the girls of C. T. B. . . . "Sheep Herder" Turner spent his vacation moving his sheep to the mountains. . . . Grace Garosich, Caroline Cross, Lew Schertel, Earl Chandler and Bill Williamson have returned from sick leave. . . . Ery Suelflohn vacationed in the wilds of Golden Gate Park. . . . Bob "Roamer" Veike is with us again.

Freight Claim Arthur L. Fritz

Welcome to our new General Freight Claim Agent, William C. Fitch. . . . Fae Reynolds recently enjoyed a few days in Los Angeles. . . . Jennie Garvey, along with several others, has an awful "Fair" complex these days. . . . An epidemic of colds confined fifteen of our office staff to their homes at one time. . . . Ernie Mason, upon returning from his honeymoon, was greeted with a shower (surprise) given by his fellow workers. . . . Betty Wiegandt received a beautiful corsage from her most ardent admirer to celebrate her fifteenth anniversary with the Company. . . . If all youse guys want to keep that good-lookin' trophy in the front of the office, think about coming out and joining the volley ball team.

Aud. Passenger Accounts H. A. Nelson

Harold Hodge back from the hospital after short illness doesn't know the Fiesta is over, he is just starting to raise a mustache. . . . Frances Eames left the service March 31 to be married to Bill Dewar April 30, and make her future home in Peoria, Ill. . . . Leland Budjen is said to be sporting a brand new car and sparking a brand new girl these days.

Purchasing Department C. A, Dalen

Congrats to Bob Hornberger on his recent promotion to the Unclaimed Warehouse. . . . Welcome to new clerk Bill Ellison. . . . Glad to report Ruth Procter is with us again in our steno. bureau. . . . Randy Johnson recovering nicely from recent operation. . . . With vacations in the air, your correspondent takes the liberty of making some predictions, such as: John Hurley "Catalina," Jack Crawford "New York"; Howard Burrows "National Guard Maneuvers"; Geo. Himmelman "World's Fair"; Dave Ritchey "Fishing"; Bill Searles "Los Angeles"; Dick Gadsby "Carlsbad Caverns"; Larry Deane and Les Estes "Golfing"; Geo. Wallace "Farming"; Anne Kennedy "Ogden"; Frank Gamberutti "Gardening"; Roy Kirkham "Mt. Hermon"; Geo. Shultz "Fishing Lessons"; Ralph Morgan "Trailer Camps"; August Duncan "Not Marketing"; Jim Milne "Tennis"; Chas. Eagan "Painting"; Howard Hamilton "Swimming"; Tom Sorenson and Lloyd Mullan "Motoring"; John Rosshirt "Canada" . . . Just about time for our Stenos to blossom forth with those new spring outfits we overheard them chatting about. . . . Everyone is "Fair Minded" these days so let's get "Fare Minded" and send in those passenger tips.

Motive Power Caesar Baldassari

Sympathy to L. R. Schuster on the loss of his mother. . . . W. A. Woodworth was trimmed by Ed. "Novice" Mohr in a rifle match. . . . Herb Reiner was named captain of the S. P. R. & G. Club Rifle Team; your correspondent as range officer. . . . Oddities in the news: Leona "Wildcat" Wedde wearing the latest style of what is supposed to be a hat. . . . S. Tichner took in Sally Rand's show at the Fair. . . . Harold DeSoto spent vacation at the Fair. . . . Henry LeMay has been singing "A Sweet Little Headache" these days. . . . Bill Kelly has been over to the Fair four times; spent four hours in the Art Exhibit and saw twenty-two rooms. . . . Wm. McClain has great hopes for the Albany American Legion Post; also his new lawn. No, we haven't heard anything more about a house warming party. . . . Spring is here—Mike Robles bought a new suit. Don't get caught in the rain, Mike. . . . Marvis Machler spent part of her vacation in Los Angeles.

Equipment Accounts Jesse Boydstun

Marvin Key left to accept a position with Shell Oil Co., was presented with a traveling case by his many friends, and later a dinner was given in his honor. . . . Frank Doyle sporting a new ring, a birthday present from his folks. . . . Fred Forster leaves to continue his schooling. . . . Fred Seib and Charlie Larson attend American Bowling Congress in Cleveland. . . . The girls getting brave and challenging the fellows to an indoor baseball game. . . . E. S. Fewtrell, "Major" Venzke, Bill Savage, Walter Hodgins and Jim Cooper trying to make a comeback in the married vs. single men's baseball game. . . . Walt Hodgins showing the after-effects of the Fair by working at his desk with one shoe off.

Chief Engineer Raymond J. Dettling

Welcome to Raymond H. Wonnenberg, filling position of F. E. Bowley, on leave due to ill health. . . . R. H. Fink on six months leave to continue studies. . . . Congratulations to W. "Tommy" Thomsen, advanced to Drafting Room. . . . C. E. "Charlie" Loyal returned to the job a new man, thanks to excellent services of the Gen'l Hospital. . . . Condolences to the family of Hugh W. Allen, retired clerk who passed away Mar. 18. . . . D. W. Rintoul and W. J. Phillips started 1939 annual bridge inspection on Tucson and Western Divisions respectively. . . . L. M. Duncan, ardent follower of sandlot baseball players, notes that now that spring training is over it appears most of the recruits who were rejected are excellent "bawl" players. . . . Pensioner L. F. Champion and wife made the headlines when Mrs. Champion was recently bequeathed a huge fortune.

Gen. Freight Dept. Dorothy Ferle Johnson

Another marriage in the offing—Jack Orthman to Jean Williams. Good luck and happiness! . . . Herbie Sparks left to enter service of Shell Oil Company. . . . Promotions for Johnny Oldham, Chas. Flood, Paul Flanagan, Tom Egan, Jim Caughy, Mary Birch and yours truly. Thank you, Mr. S. P.! . . . Janet Henry recovering nicely from illness and we hope with regained health and strength will be her old self again. . . . Ladies Bridge Luncheon will be held in the Palace Hotel on April 22. Come on, ladies, and don't forget your Easter bonnets. . . . A star to Ray Burns, who is always cheerful and who is looking forward to that Honolulu tan down the Peninsula way.

Pacific Fruit Express R. J. Leverone

"Tom" Brosnan brought the S. P. Club ping pong championship to the P. F. E. for the third straight year. . . . Max Evans, Accounting Dept., a member of the L. A. Young championship basketball team of Oakland, accompanied the team to Denver for participation in the National Amateur Championship Tournament. . . . Sympathy is extended to Anne Burke, Accounting Department, in the loss of her father. . . . Apologies to the Drafting Room boys for overlooking them when photographer called to take pictures of P. F. E. Fiesta beards. . . . Sympathy to K. V. Plummer of Sacramento on the loss of his brother. . . . Wm. Ketteringham, formerly agent New Orleans and newly assigned traveling agent with headquarters at Houston, is recovering rapidly from illness and is expected to take over his new duties soon. . . . Steve Schaffer, Administrative Office, back on the job from his recent illness.

Golf Tournament: The Annual Southern Pacific Golf Tournament will be held at La Rinconada Golf Course at Los Gatos on May 7. About 50 divot diggers consisting of players from the General Offices, Coast Division, and San Jose—Watsonville District, and their friends, are expected to participate. The Harnett Trophy, donated by one of our good friends at Watsonville, will go to the low gross player. Committee: F. C. Clisham, 3rd and Townsend Sts., S. F.; Frank Depew, San Jose; E. L. Frye, Watsonville; G. P. Hammill, Guadalupe; W. P. Hargrave, Sacramento; E. B. Walling, Salinas, and S. P. Ward, San Francisco.

El Paso Shops

Ellis Crysler,
General Clerk, El Paso

As the Pony Express riders passed through El Paso enroute to Treasure Island, Jim Hughes, sheet metal worker, went western by putting on his 10-gallon hat. . . . Mrs. Roscoe W. Mayfield, wife of sheet metal worker, is getting along nicely following an appendicitis operation. . . . Raymond "Tex" McLean, stores laborer, tied for third place in bull-dogging at the Sheriff's Rodeo. From his appearance afterwards, there was some question as to whether "Tex" or the bull should receive the award. . . . Our old friend, Jerry Keleher, traveling A.A.R. clerk, visited for a few days to check over the records. . . . James G. Black, machinist, went to Dallas for medical treatment.

Oscar H. Gutsch, general machine shop foreman, and Ben E. Cole, machinist helper, purchased new cars. Jules Jacquin, millman, purchased a new second-hand car. . . . Miguel Franco, boilermaker, in Hotel Dieu Hospital with a broken leg sustained in an auto accident. . . . Vicente Galarza, laborer, in the hospital from injuries sustained when struck by an automobile. . . . Jesus J. Holguin, boilermaker, and John W. Prothro, blacksmith helper, recuperating from pneumonia. . . . Sympathy extended to Francisco Montijo, laborer, in the death of his mother.

Reports from the boiler shop state that the depression has definitely ended as evidenced by the fact that Judge D. Butler, boilermaker helper, bought a brand new pair of overalls and jumper. . . . Best wishes for a well-earned rest to John E. Walker, freight carman, who retired March 9. . . . Oscar Amporan, stores labor foreman, vacationed in Yuma and practiced up on his golf, while L. J. "Speed" Herman, section stockman, took in the sights around El Paso.

Help Babies: Employes of El Paso General Stores donated $60 to The Times Baby Milk Fund through H. J. Smith, ass't gen'l storekeeper. Each payday the employes had contributed to the Stores athletic fund and when the fund was recently discontinued they voted to contribute the $60 remaining in the treasury to the milk fund.

Western Division

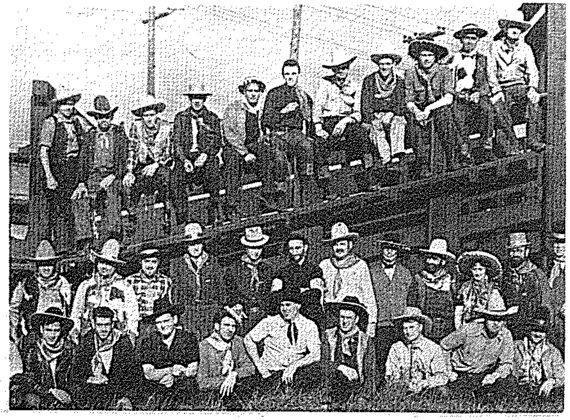
Walter E. Lake,
Lease Agent, Supt's Office

M. A. Michelson completed the new I. E. Ry. timetables which went into effect March 26, and is back on his job of running trains again. . . . R. J. Gibson and Harry Christman were on the sick list last month. . . . Because of W. H. McClymonds' weak throat, George Garoutte reports that he had to give up smoking his pipe. . . . "Sheriff" Geo. Harris reports the rats at Oakland Pier are turning black. Between H. Winton's hamburger and Ivan's smoked bacon, we are surprised there are any left. . . . P. E. Albert made a trip to Southland last month. We understand he didn't try to give away his watch this time.

Since Jack Sherbourne, secretary I. E. Ry., moved up from the basement, he refuses to take out a lease for his hat rack. . . . Harry Forth is reported to have won the recent hog-calling contest in Castro Valley. . . . E. C. Cavin, clerk at Rodeo, reports that fishing was good on March 22. One party (not a member of S. P. Rod & Gun Club) caught three up to 23 pounds. . . . B. J. Cowden, agent, Ripon, went to General Hospital last month. . . . W. F. Mohr awarded 5th telegrapher-teletype position at Oakland Pier.

F. J. Stevens, agent, Suisun, was released from hospital; Telegrapher E. W. Wilson still at General Hospital; Dispatchers O. T. Alexander, J. H. Roorer and A. Covington on sick list. . . . H. E. Lower, telegrapher, tried out the ocean fishing at Jenner and cannot understand what attracted Telegrapher Fred Cox to spend two weeks vacation there. . . . D. W. Dean, was re-elected local chairman of the Telegraphers' Organization while Leo. Fried, division chairman of the Clerks' Organization was elected delegate to the next lodge convention in the east. . . .

WILD WEST OAKLAND: Fiesta Week, celebrating the opening of the Golden Gate International Exposition, was not without plenty of support from S. P. railroaders in Oakland as well as San Francisco. This picture, which arrived too late for last month's *Bulletin*, shows part of the gang of synthetic cowhands who raised whiskers and dolled up in Wild West fashion to lend color to Oakland 5th & Kirkham Streets Freight Sheds.



"Roundhouse" H. A. Foster lost several days due to illness.

That foreign sound on 50 Lead is the new Diesel switch engine being tried out at West Oakland. . . . Engineer H. S. "Red" Galloway has joined the ranks of the benedicts. . . . Road Foreman of Engines F. L. Ryan reports his secretary has nearly finished redecorating his office. . . . M. Cosgrove, fireman, returned to work after being off many months due to auto accident. . . . Several of the senior firemen are burning the midnight oil, preparing for examinations for promotion to engineers. . . . Piper Foreman R. F. Wallace expects to visit the New York Fair.

F. M. Siefer

F. M. Siefer, who recently retired after 43 years railroading, was given a pleasant surprise March 18 when he called on Superintendent G. E. Gaylord at Oakland Pier. Upon leaving Mr. Gaylord's office, more than a hundred friends and former co-workers were waiting outside to present him with a very substantial certified check and wish him much happiness. Mr. Siefer started with the Santa Fe in 1896 and came to S. P. at Sacramento in 1900; was transferred to Shasta Div. as sup't of the crushing plant at Black Butte; from there to Coast Div. as ass't engineer and was later transferred to Western Div. He was promoted to division engineer, in which capacity he worked at Dunsmuir, Portland, Sacramento and Stockton, returning to the Western Division in 1931.

Bob LeClert of Tracy Roundhouse and A. G. Kronkle of Port Costa are back on the job again after a session in the hospital. . . . Agent "Bill" Reynolds of Oakdale is back on the job after a brief illness. . . . Train Dispatcher G. G. Porter at Oakland Pier was a recent visitor at Stockton. . . . Engineer "Buck" Wooten on the Valley Spring Branch, took his vacation early last March.

Roundhouse Foreman Wm. Bleick and Roundhouse Clerk R. J. LeClert at Tracy were the Stockton District Committee for banquet at Oakland March 30 in honor of Master Mechanic S. M. Houston, who was appointed assistant superintendent of Motive Power at Los Angeles, effective April 1. Among those present were Asst. Supt. J. J. Sullivan, Roundhouse Foreman Wm. Bleick and Frank Olds, Boilermaker Foreman Donald Dunwoody, Car Foreman T. Wilson, Roundhouse Clerks R. J. and T. E. LeClert, Trainmaster's Clerk "Rex" Michener and Asst. Supts. Secy. L. W. Sloan.

Stationary Fireman James Treanor and Car Department Employe Maxwell Dixon of Tracy are in the General Hospital. . . . Milt Stahowski, division chairman for "S. P. Day at the Fair" reports keen competition in the race for Queen to represent Western Division. Candidates are Catherine Cikoch, Dorothy Jean Cooper, Josephine Smith, Marie Torrano, all of Oakland; and Martina Jennings, Tracy.

Sympathy to Telegraphers Wesley W. and Joel S. Walker of Pittsburg in the death of their mother.

Los Angeles Shops

Chas. B. MacLellan *Carl G. Randall*

Your attention is called to the necessity of booking Pullman reservations and hotel accommodations early for "Southern Pacific Day at the Fair." We should get behind this day and show the people in San Francisco that Los Angeles General Shop employes are as capable of putting across an affair of this kind as they are. There will be two days packed with activity; many old friends will be there; many new friends made. Many concessions have already been made for us as an inducement to attend. In line with our business-getting policy it would be an excellent idea to make a drive to secure as many revenue passengers as possible. No doubt many of our friends would like to meet our shop mates and become acquainted with the way Southern Pacific people do things. Saturday is Homecoming Day at the General Office, Saturday night a mammoth Welcoming Ball, and Sunday from early morning until train time will be crammed with activities by SP people at the Fair, climaxing with the crowning of "Miss Southern Pacific." Again you are urged to get in your reservations at the earliest possible moment, because, the more attending, the better time we will have.

Sam Longo, dep't. boiler foreman, returned from Gen'l. Hospital recently where he underwent a major operation. He is reported doing nicely. . . . All the brilliance coming from the parking lot adjacent to the shop grounds is due in no small part to automobiles recently purchased by Machinists Frank Albano, Jerry Burton and Bill Jackson. . . . Frank (Teddy) Bear, pipefitter, is going in for horticultural activities on a large scale, concentrating on rare and exotic Japanese blooms. Ask Teddy the exact nature of his culture. . . . A welcome addition to Dr. Hall's medical staff is Dr. D. L. Gamette, who visits the shop every morning at 11. The General Shop employes are fortunate to have the services of so many outstanding doctors and nurses in Dr. Hall's staff.

Car and Stores Dept.: George R. Cummings, carman, took a trip to San Diego. . . . Frank N. Molina, carman apprentice, plans trip to Yuma. . . . Martin Diaz, oil car cleaner on a trip to Old Mexico. . . . Carmelo Grana, carman, on sick list for past few weeks. . . . Arthur L. Stith, carman, home a few days due to sickness. . . . A cold kept Leo D. Temple, genl foreman clerk, home a few days. . . . Wife of John Chabre, carman, who has been in the hospital for some time is now back home much improved. . . . Geo. Wenning, carman, back on the job after a few weeks in Gen'l. Hospital.

New telephones of the latest type were installed throughout the Shops and are much appreciated. . . . Sympathy expressed to John R. Varnell, painter apprentice, passenger paint shop, whose wife passed away Mar. 14. . . . Walter L. Ricks, air brake rackman, informs us of the passing away of "Jim", a roller canary at the ripe old age of 25. Walter says he was a smart bird, when he wanted an extra helping of seed he would tap with his bill upon a tiny bell which hung in his cage, and when singing would watch his reflection in a little mirror.

Alfred Goldbaum, laborer, Scrap Dock, is in the Sanitorium at Tucson. We hope to see him back very soon. . . . A new addition in the home of Nick Milazo, store deliveryman, was expected at this writing. . . . Barney Goldberg, requisition clerk, was a recent visitor to the S. F. Fair. Since listening to his glowing description of Treasure Island, all of us are more than anxious to go. . . . Lennus Venne, crane foreman, has been in White Memorial Hospital, having sustained bad lacerations in an accident while cranking his "cement mixer."

Bert Bertelson of Los Angeles Store, moved into his new home on Bearidge Road. . . . Sympathy to Joe Civello, trucker, on the untimely death of his brother Tony, who was fatally injured in New Orleans.

Sacramento Division

C. C. Reeves, Sacramento,
W. L. Minor, Dunsmuir,
T. A. Fante, Klamath Falls,
W. C. Heilbron, Roseville

Sacramento: Valley Spring food must be exceedingly good, according to the glowing account given by Norman Warner upon returning from a recent week-end jaunt. . . . Fred (Dapper Dan) Holmes has been giving the office force a treat with a complete change of costume every few days. . . . Adah Elizabeth Asbill is still a snow enthusiast, making a trip to the snow country each week-end. . . . William (Farmer Bill) Craze has turned from raising rabbits to raising a goatee. . . . Auditor E. V. McPoil has a new car.

Understand the boys are taking up a subscription to buy Fred Greenman an alarm clock. . . . Sympathy extended Ray Romack in the death of his sister. . . . L. A. Warren enthused over the fact his department (B&B) has gone eleven months without a single accident. . . . G. V. Watson, retired head clerk, will celebrate his 43rd wedding anniversary on June 17. . . . Warren Ashley apparently walks the floor nights with the baby, catching up on his sleep during the noon hour.

Saturday evening, April 8, was chosen by California Lodge No. 260, BLF and E for their 29th annual dance at Sacramento. The committee which worked to make this event a happy home-coming and get-together of old timers, as in the past: A. J. Bennetts, chairman; F. A. Croxen, J. J. Demmel, M. R. Fischer, E. V. Lotspeich, S. B. McNamara, F. E. Niles, L. E. Pollock, F. J. Sauze, W. C. Sauze, H. E. Shomp.

"Prince" Marvin

A most exciting Queen Contest on Sacramento Division in connection with "S. P. Day" at the Fair, in charge of Peter Miller, president of the S. P. Club of Sacramento, is under way, and several girls have declared themselves candidates. The Operating Department campaign is being handled by Jack Ward, campaign chairman; George McCormack, publicity manager; "Doc" Hornor, official photographer, and "Prince" Marvin White in charge of finances. White, who is bills payable clerk in supt's office, thinks there should be a prince as well as a queen and that he should be it—thus the new title. . . . L. A. (Captain) Mini, D. D. G. M., was host recently to 104 guests who enjoyed a delicious banquet, followed by bridge games and dancing. . . . Master Car Repairer E. Pendergast has a new car. . . . Sorry to report General Yardmaster H. C. McKenna is in General Hospital. . . . Winnie Wheelihan (better known as Winnie Spencer) was ill for a few days with a bad cold. . . . Amerigo "Cris" Cristoni surprised us one morning with his hair in a wind-blown effect, so different from his usual sleek coiffure. Must have overslept.

Roseville: Boilermaker Foreman F. L. Stanton of Dunsmuir branch stopped to say "Hello" to the old gang. . . . E. T. Harrington of car shop has taken over the job of locomotive carpenter. . . . Andy Pfeiffer and his B&B gang have the roofs back on the roundhouses which the big wind last year scattered all over the yard. Andy could have completed the job sooner, but he couldn't work in the rain, and when it wasn't raining there was no need for a roof. . . . When Machinist Barney Schaffer heard a whining noise inside a box car he shoved open the door and out came a half-starved dog covered with grime. Barney took the animal home, fed and washed it, and under the dirt found about the finest Fox Terrier pup ever seen around these parts. . . . Sign in an old condemned outfit car on General Car Foreman Teal's burn-up track: "If you get thirsty during the night, you will find a spring under the bunk."

We are glad to note District Surgeon Louis E. Jones is back after being ill at Mercy Hospital in Sacramento. . . . City Police Officer Lester Kelly, formerly an S. P. fireman, dropped in with a couple of lost youngsters in tow, ages about 2 and 3. It is admitted the gang here is very versatile, but that was the first time they were ever called on to identify lost children—they didn't. . . . Wife of Boilermaker Helper Joe Ellena is home after a six months visit with relatives in Italy. . . . Machinist John Bolm and Helper John Medich are busy as bees, getting the fire train engines ready for summer. . . . That Holmes-Moszy-Groves barbecue is definitely off—someone stole the cow. To make matters worse, Sam Hickson has been laying off, so they were unable to get the mule he promised. No meat, no barbecue.

Operator G. Icker and his 3400 Store Dept. crane and magnet were here, and now we are rid of all the scrap. Icker can make that crane do everything but talk. Storekeeper Earl Dunkeson led him around the yards pointing out an old misplaced track spike now and then. In all they loaded about 8 cars. . . . "Lake Purdy" is no more. A large mud hole in front of Gen. Yardmaster Floyd Purdy's office, it filled with water every time it rained, making a nice lake. The boys had the "No Fishing" signs posted and Walter Campbell, westside yardmaster, kept a 12-gauge shotgun handy, in case a duck might land in it. Purdy had it filled in, and the rest of the yard near the yard office landscaped, a great improvement. . . . Nurse Margaret Wilber of the Emergency braved the huge opening day crowd to visit the S. F. Exposition. It was wonderful, she said.

Before Asst. Crew Dispatcher Jimmy Kerhoulas joined up with the roundhouse crew dispatching force he used to help in his dad's butcher shop. A lady came in the shop one day, said she wanted to get all the meat possible for the little money she had. When she agreed to some fine boiling meat for 8c a lb., Jimmy cut off a hunk, weighed it with his thumb on the scale. "Let me see," he said, "It weighs 8 lbs., 8 times 8 is 88, but I'll let you have it for six-bits." Big-hearted Jim. . . . To Machinist Foreman A. L. Smith rest day means just that. On one of them he trekked to Treasure Island, and sauntered into a building where he spied an inviting chesterfield, deep, luxurious and comfortable, and tried it. Next thing he knew a hand was gently shaking him and Mrs. Smith was saying: "Come on, Al, we just have time to catch No. 10." . . . Two dandy enlargements of the picture of the Business Getter Meeting taken in the Club House last fall are on display at the yard office and roundhouse. Step right over, folks, and see your pictures—all the celebrities of Roseville.

Drop Pit Foreman Frank E. Russell left for Philadelphia and Baldwin Locomotive Works to act as Southern Pacific inspector during construction of the 28 new articulated-consolidations. He expects to be away at least a year. . . . Fireman and Mrs. L. L. Stark have moved into their new home on Elefa St. . . . Painter Frank Roderick and Supplyman L. D. Byfield returned from General Hospital. . . . Sure sign of spring: machinist Bill Prosser fussing with his prize dahlias. . . . Fireman and Mrs. Chester M. Black are home after a trip to Salt Lake and Denver.

Yardmaster Jake Pfosi is always news. His latest exploit was to revive the 1904 fad derby hats. Jack Jordan says Jake bought the derby at the time he bought that traffic hazard he drives. . . . Fireman W. M. Boggs' son recently graduated from University of California. . . . Dave Christian is studying the Southern Pacific "Primer" in hopes of becoming a "Junior Engineer." One week after getting the Primer he already knew one of the rules by heart, the road crossing whistle. . . . Engineer Tom Dyer and Supplyman H. D. Free went fishing. Free told us not to buy any meat, that a nice mess of fish would be forthcoming. So to bed a little hungry—we had eggs that night at our house.

A grand time was had by all at the annual "Big Hop" given by Sacramento Lodge No. 58, Roseville BLF and E. Engineer Earl E. McCarthy was chairman, assisted by Enginemen Carl Dependener, Frank Howe, Dan Gautier, J. E. Henderson, L. H. Platt, J. F. Spurgeon, Glenn Minard, Ray Bell, and A. R. McIntosh. The only ones who failed to enjoy themselves were Crew Dispatchers Leo Thexton and Paul Ward as firemen were hard to find.

Outstanding among whiskers being raised for the Sacramento-Golden Empire Centennial are those of Boilermaker App. Joe Moore. Before the morning whistle they are a beautiful cerise, but by quitting time they have the hue of the inside of a tunnel. . . . W. L. Hack addressed the local Rotary Club at luncheon on March 13. When Sup't Hack says things at any meeting, you may rest assured he puts pep in it. He spoke of "The Railroads of the Future."

Conductor Charles Cope (mayor of Roseville) Asst. M. M. L. E. Lonergan, and Clerk Andy Weber (councilmen) appointed Fireman J. E. Riley (on leave of absence) Supt. of Public Works at Roseville and the other two members, not S. P. employes, made it unanimous. Riley will have jurisdiction of the Water, Electric Light, Street and Garbage Depts. . . . That noted author, lecturer and traveler, Nite Roundhouse Foreman Albert T. Farrell, is peeved that there isn't any "Mr. Southern Pacific" contest. . . . Jake Pfosi, Jr. is a temporary member of "Our Gang" while waiting for an opening for a machinist apprentice. If young Jake turns out to be just half as good a railroader as his dad, he will be a crackerjack.

Dunsmuir: A. L. Broughton was given a handsome all wool blanket, as a prize for his fine personality and improvement in his appearance since growing a mustache, which he admits came out red, but had to be dyed to conform to his color scheme. . . . Clerk Carl D. Matthews can be classed with the business-getters. He made a purchase from a Seattle firm which uses truck transportation, and through his persuasive sales talk had his merchandise come via Southern Pacific. . . . Signal Maintainer Holderman of Black Butte heard of a group contemplating a trip to the S. F. Fair in San Francisco by automobile, and quickly endeavored to get the business via the railroad. At this writing he has a promise of their business by rail.

Sympathy to J. J. O'Kane, signal maintainer Mt. Hebron, in the loss of his son, due to pneumonia. . . . Harold G. Carter, who has been in General Hospital for several weeks, is up and around. We are looking forward to his return to the office. . . . Our genial Asst. Supt. M. L. Jennings was given a start at Christmas for his crop of worms for fishing season. We understand he can take care of any others he might receive. . . . Among the first-nighters at the Fair were Kate M. Berry and Eddie Carter who brought back glowing reports. . . . Wm. Weitekamp, father of Brakeman Harry C. Weitekamp, passed away at the family home in San Diego, Mar. 14.

Gerber: Yardmaster L. W. Borleske spent a weekend in Hollywood recently, looking over the movie queens. . . . Yardman P. W. McKenna, the great snow man of Gerber, recently broke his record at Cisco by at least a foot in the ski jump, making a total of 6 ft. 2½ inches. . . . Elias D. Simpson was representative from Gerber yard at the Fair on opening day. He also made his annual inspection of the Bay Bridge. He was pleased with the Fair, but disappointed at not being able to locate the Boomer Basket. Really think he was looking for Luther Schooling's razor.

Klamath Falls: Our first Business-Getting meeting was held March 1 with about 100 officers and employes present and conducted by G. A. Erickson, DFPA. Messages were delivered by Supt. W. L. Hack, J. A. Ormandy, general passenger agent, Portland; H. E. McNaught, mgr. merchandise traffic, S. F.; Stanley Moore of S. P. News Bureau, S. F.

Big question of the month: What became of Chief Clerk E. G. Childers' wrist watch? If anyone finds the missing watch, please return it to our chief clerk. . . . Another good one on Ernie: He took his income tax money, which he had been placing in a penny bank, up to the local bank to be cashed in, and to his embarrassment the teller unloaded more slugs and washers than money. Of course, Yardmaster Huls and Crew Dispatcher Gandee had nothing to do with it.

The S. P. softball team is well set. Many new faces will be seen on the diamond and the boys are really going out after that pennant. Even if all games are not won you can bet the S. P. uniforms will be the snappiest in the field. . . Inhabitants of Mills Addition voiced a complaint with the city dads about Yardman W. E. Brown's little runabout called "Napoleon." Napoleon is the automobile which the people in that district set their watches by as Brownie goes home from work every morning. . . . Rumor has it that G-man Johnnie Brown, pride of the secret service, must hibernate for the summer, now that the snow is gone, and the criminal tracking has fallen off. According to latest yard office gossip, he is having shirts made with larger pockets, to take care of a larger supply of pencils for the summer.

Sherman Carter, "The Singing Cartoad", has been transferred to Roseville. Tip to Roseville: Sherman is about the

CARD PARTY for the benefit of various girls' organizations in Salinas was a recent social event of the newly founded "Southern Pacific Club 100," now boasting membership of 180 railroaders in the Salinas-Watsonville Jct. area. The "100" in the club name designates the approximate mile-post headquarters of the club on Coast Line. Mrs. Clifford Hatton (right), holding two of the several cakes baked by railroaders' wives, is president of the Salinas Community Girls' Activities Committee. Arrangements for the card party were worked out by A. H. Stoffers, card committee chairman, seated at table (right) with Mrs. Hatton, Miss Carmella Carmon, exec. Secty. of girls' activities committee, and W. A. Drake, president of S. P. Club. Also assisting at the party were: Treasurer Dave Lind, R. B. Mitchell, Jerry McCabe and R. H. Peterson. The railroad club has plans under way for establishment of a gymnasium and recreational hall at Watsonville Jct.; organization of a glee club, orchestra and softball and volleyball teams; and many social activities.

A BIRTHDAY CAKE FROM THE BOYS ON THE SYSTEM MR. DYER !
YOU FELLOWS COULDN'T HAVE GIVEN ME A BETTER REMEMBRANCE
1939
FEWER ACCIDENTS
Fitz

L. T. Fife, formerly master mechanic San Joaquin Div., and now on Coast Div., submitted the idea for this cartoon and Vice Pres. J. H. Dyer, a staunch advocate of Safe Practices, who observed his 67th birthday on March 13, gave it his hearty approval. With his suggestion, Fife offered a slogan which contains plenty of food for thought: "Be careful—and there'll be lots of candles on *you* birthday cake!"

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best baritone to ever hit your town and we don't mean maybe. He is son of Roundhouse Foreman L. H. Carter of Roseville, formerly of Klamath Falls. . . . Our lovebirds, Beulah and Ham, got hitched in Reno on March 12. They have the best wishes of all the employes here. . . . Understand PFE Staver and Teletype Operator Tommy Thomas wanted to give Beulah a hamhock-and-bean feed as a wedding present, but she didn't have time for it. . . . Brakeman Johnny Pex returned to the Cres. Lake pool after being on Tony Franco's Kennet local. Guess John couldn't stand Tony's cooking. Tony used one of his hot peppers to cure a cold for your correspondent one time, and the thing was so darn hot it almost took his teeth with it. . . . Lead Inspector Aubrey Redifer sporting a new bonnet. Wonder if he won it playing Chinese Checkers.

Last month's items mentioned Doc Adams looking like Leopold Stokowski, the great conductor. After the *Bulletin* came out, someone inquired who this fellow Stokowski was, and what train he was running, as he had never heard of him on this division. . . . Owners of new cars: Yardmen A. H. Stroud and A. A. Sarver, Clerk F. E. Peyton. . . . Car Foreman B. F. Guinan was recently visited over the week end by his daughter and her husband, Eldred Hansen, of Dunsmuir.

Condr. J. R. Marks and wife have been visiting in Chicago and other eastern cities. . . . Bkm. R. L. Myers in Gen. Hospital. Best regards to all Klamath Falls boys in the hospital. . . . Yardman G. E. Soderlund back in Roseville. . . . Tel. Opr. Marie Brown to Gen. Hospital for checkup.

Dr. Vance Strange and assistant, Ray Smith, made many friends here on recent visit of the Better Health Car, and for their many courtesies we say "thanks, and drop in again." Two hundred employes availed themselves of the opportunity to visit the Better Health Car. . . . From the way Jerry Parrish carries the Alturas mail bag around the yard, he must be studying for a government civil service test for mail carriers. . . . One of the streamlined *Daylight* engines was a visitor on train 20 last month. . . . Bill Bruner was listed among recent visitors to General Hospital.

Boomer Basket: "Fellow Rails—please help this old boomer over the road and square him on the next division. Put something in him. . . ." With these credentials, a gaily painted, old fashioned market basket made its way over Southern Pacific Lines recently, coming down from Portland with stops at such points as Eugene, Klamath Falls, Dunsmuir, Roseville, etc. Laden with everything imaginable from pine cones, switch lists and dog licenses to car seals, old purses and baby shoes that have been wired, pasted and pinned on, the Boomer Basket has been touring the country from Maine to California and from Canada to Mexico. Started on its journey by J. M. Rickett of Birmingham, Ala., it has been roving the railroads since Aug. 1936.

Sacramento Shops

Lloyd Phillips, Secretary,
Sup't of Motive Power

Members of the "C. P. Huntington Pioneers," originated as a whisker-growing club to participate in the Sacramento Centennial, have voted to perpetuate the group as a social organization. A fifty-cent initiation fee was charged and dues is twenty-five cents a month. First social event was a smoker attended by more than 600 members. Next scheduled event: a huge Pioneer Dance at Turn Verein Hall. Following officers have been elected: Dale Gilmore, boss bearderino; Paul Donnelly, treasurer (keeper of the dust); Bill Avila, scribbler; Ray Warner and Mac McLanahan, entertainment; Bill McKinley, Roy Reynolds, Tony Petrovich, public relations. Board of directors: Pat O'Hara, Bill Engle, Kenneth Otwell, Grank Baker, Tony Petrovich, O. Finkenboiner, Joe DeGiorgi, Joe Simmons, Pete Benton, Roy Rickmond, Amos Sartuche, Gordon Violet, Steve Benito, L. Smith, Bill McKinley. More than 850 members have enrolled and the total is expected to exceed the 1,000 mark before the Centennial. Only S. P. employes are eligible. Kangaroo Court is held on Mondays, Wednesdays and Fridays and members without whiskers must wear big "Smooth Puss" buttons. Ed Weida, foreman Air Room, is acting judge, assisted by McClanahan and Kenny Ottkell. Nick Basich is sheriff and Al Anderson, undersheriff.

Machine and Erecting Depts.

This column was made possible by the assistance of "Babe" Downs, "Lon" Evans, "Jerry" Stoneking, "Stew" Dennis and Oliver Chappell.

Pete Kinnamon purchased a new home on "Honeymoon Lane". . . . The "C. P. Huntington Pioneers" tug-o-war team is in strict training for future contests. They have won all engagements so far and hope to participate in a program on "S. P. Day" at the World's Fair on Treasure Island. Following members comprise the team: Harry Finkenbeiner, captain; Ronald Gale, Sparks Kieweg, Harry Miller, Charles Miller, Russell Wilbur, Alfred Buckignini, Angelo Luna, Tony Petkovich, Nick Basich. . . . Joe Farrar looks like the original "sourdough" from the mining camps.

Henry Giles is one of several foremen selected to go east soon to check the new locomotives being built, also do some boosting for the Exposition. . . . We hope Warren Darneille, won't again leave his wife standing in front of a local department store with her arms filled with packages, while he drives home and wonders why dinner hasn't been prepared. . . . With an Irish face and name like John Patrick Monahan, the green tie was unnecessary on St. Patrick's Day. . . . Bill Pugh played the best hole in golf of his career. If you don't believe it ask Harry Kelker of the Store Dept.

Several boys in the Machine Shop are getting good at skeet shooting. In a handicap shoot Lester Higgs broke 43 out of 50; Geo. Dom 42; Scott 36; Victor Fabrius 9 with his new glasses, and Stew Dennis 1, who evidently needs spectacles. . . . The best whiskers, we of the machine shop think belong to one of our old-timers, Adolph Gleic, the image of General Grant. . . . Barney Stapeley has a boat of the freighter type that has been in dry dock quite some time getting a new tin nose. Recently a few of his friends christened it and all hands grasped a brush and gave it a final coat of red lead. . . . After six weeks in the General Hospital, James Keles is home again.

Bruce Shaw, one time machinist apprentice here and now roundhouse foreman at Dunsmuir, paid the boys a visit on Mar. 15. Everybody enjoys Shaw and his Southern accent. . . . Ed Manger, foreman of the stripping gang, Erecting Shop, is anxiously waiting for May 1, to cast his line into the rippling streams. Ed claims to be the prize fisherman of the shops. Rudolph Dolensky, foreman of the Tool Room, would like to make a wager with Ed. Rudolph will give Manger 15 minutes start ahead of him up stream and still make a good wager.

Machinists John White and J. B. Stoneking and their wives spent several days at Boulder Dam and Death Valley. . . . We hope for a speedy recovery of Machinist Penturf, who recently underwent an operation in General Hospital. . . . Congratulations to Machinist White on his promotion. . . . Roy Roberts, machinist apprentice, returned from Ogden where he was with a very sick sister. She is now recovering and out of danger. . . . Sympathy to D. Williams, machinist helper, in the loss of his wife.

Car Shop No. 3 E. J. Mosely

Joe Thomas returned from Gen'l Hospital. . . . We learn J. Mir is getting along nicely at the hospital in Tucson. . . . On our sick list: William Andrews, asst. foreman Electrical Shop; Lowell Casselman, J. Rowe, Howard Berg, Frank Nixon, Mike Ostoja, electricians; Henry Lovelace, Ernest Machado, Wayne Primley, Fred Legatos, Dick Luke, Henry Bartosek, carmen; W. L. Wallraft of Upholstery Shop; Nick Rowe, painter. . . . Sympathy to J. M. Kinney, foreman Car Machine Shop, in the loss of his brother; also to Carman Douglas Binion in his recent bereavement.

Carl Ball, painter foreman, retired Feb. 28 and the Passenger Car Dept. employes presented him with a camera and leather case. General Foreman W. J. Bartle gave him a well-spoken and touching sendoff. . . . Retired the same day was Ed C. Woodward of the Cabinet Shop. . . . March 24 was a big day in Emil Anater's life: he deserted bachelordom. . . . Congratulations to talented M. M. Slavich on winning that wrist-watch. . . . Joe Mehling has been spending the weekends in the snow at Cisco. . . . Snow-bug Walter Hines, trimmer, is at the snow line so much he has been appointed instructor of skiing. . . . Harold Christensin, sheet metal worker, is contemplating marriage, and Geo. Zarazna, Tin Shop, has bought a ring.

Wesley McGee moved into his new home on 12th Ave. . . . Rusty Reed reminds us of a southern colonel and Scotty Stewart looks very dignified with his crop of whiskers. . . . Red Eberhardt is doing some remodeling on his home. . . . What's this we hear about Dick Murphy, piper, buying a horse? . . . Jim Blake is now raising bird-dogs and we wonder what happened to the ducks. . . . D. W. Handley is helping skeet fans to have fewer misses. Dan Derich is doing well since buying a new gun. Pensioners Geo. Payne and Geo. Wagner were recent visitors. We're always glad to see them. . . . The S. P. Club baseball team is all set for out of town games and Manager Donald Jurasin is proud of his boys. He would like to hear from managers of any hardball teams on the system for arranging games. Sunshine Higbie, our demon office manager, plans to visit the G.G.I.E., and has been wearing the spots off the Railway Guide. . . . Speedy recovery to N. Reynolds, trimmer, at General Hospital for overhauling. . . . Looks like the Kangaroo Court could find plenty of small change in the general foreman's office. Now that Painter Foreman Carl Ball retired, Piper Foreman Walter White and city importation Ed. St. Clair are the only he-men (?) with whiskers.

STORE GANG at Sacramento struck this pose after unloading car of material under supervision of Section Stockman B. W. Brown (rear, standing in car door). Standing, l.-r.: H. E. Pinney, F. Mikkelson, Frank Miller, A. Buccola, Fred "Red" Harms, and T. R. Rodriquez, kneeling.

Car Shop No. 9 E. S Griffith

Our Kangaroo Court, held every other day, is presided over by Judge Paul Carrol, Prosecuting Attorney Iiff Burd, Sheriff Burrel Fagan. We have 108 members in the C. P. Huntington Pioneer's Club. . . . Committeeman Amos Sartuche announces a tug-o-war to be held in Oak Park against the Oak Park Whiskerinos, the winner to receive a cup. . . . Ralph Strevel was kangarooed for not growing whiskers. . . . Constable Whipple was so exasperated over his star he failed to attend the dance. . . Charley Heidt has recovered from injuries suffered in January. . . . John Guidery still on sick list. . . . Martin J. Lowry returned after several months' absence due to auto accident. . . . Here's one for you Pinochle players: T. Parisi held a run of spades with double queen, six aces and jack of diamonds. High bidder, he picked from the kitry the jack of diamonds and the other two aces. Whatta hand!

Tool Room O. E. Chappell

Wayne Weida, son of Ed Weida, air room foreman, is back on the job after spending his honeymoon at Los Angeles. . . . Martin Gero, who recently parted with his appendix, sends word he hopes to be back with us soon. . . . Alfred Naylor, Percy Demuth, and Luxton Chapman, patients at the Gen'l Hospital, are progressing favorably and we all hope they may soon be able to return to work. . . . Hans Joachim is sailing for his native Germany some time this month for a three months' vacation. It will be his first visit in thirty-five years.

General Stores H. V. Overmire

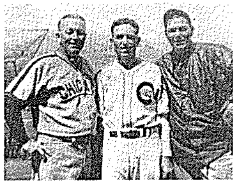
Best wishes to following who have been in hospital or home due to illness: R. J. Hencken, A. A. Thomas, L. B. Violett, L. A. Keenan, B. Torrez, F. Brunetti and E. H. Reeder, Ogden Store. . . . Several employes are taking early vacations to move into new homes. Among them were M. C. Risley, C. (Porky) Pine, L.B. Violett. . . . Others who have also purchased new homes are: F. B. Soares, J. J. Doherty, Helen Swortfiguer. . . . We certainly feel sorry for "Porky" Pine who, having spent two days in waxing new floors, had his work undone by a group of enthusiastic well-wishers. . . . Susie, the Store cat, recently turned up with four kittens. The foster fathers, Kelker and Readdy, are largely concerned about their welfare. . . . We expect to have a big turnout for Southern Pacific Day at the Golden Gate International Exposition and between the employes of the Shops and Stores, it looks like a wild and wooly bunch. . . . G. E. Hinton, storekeeper at Dunsmuir, is sitting up nights making flies for opening of the fishing season, due to his inability to borrow angle worms from Assistant Supt. Jennings.

Los Angeles Div.

Walter S. Olson,
Secretary to Superintendent

A large amount of bustle and activity in practically all departments in Los Angeles centers around the coming transfer of passenger operations to the new Los Angeles Union Passenger Terminal. The change involves, among other things, opening of the new Mission Street Coach Yard, new routing line-ups, and countless details of numerous kinds to be ironed out, all of which require much thought and careful planning. Much credit goes to those who have so assiduously and successfully applied their talents to coping with the innumerable and complex problems, to the end of making for an orderly conduct of the business.

Orman B. Day, superintendent's office, proudly displayed his home town (Glendale) paper headlining in large type his coming marriage to THE girl. . . . One of the knights of the road who wander hither and yon never paying fare came into the office to request that a certain culvert be made leakproof, complaining he had been inconvenienced by water dripping from the roof of one of those structures in which he had sought to spend the night. Proving you can't please everybody.



BOYHOOD DAYS are fondly recalled by James R. Callanan (center), fireman on switch engine at Santa Barbara, when he and Gabby Hartnett (left), manager of the Chicago Cubs, get together during training season of the National leaguers at Catalina. The famed Dizzy Dean is third member in this group. Callanan and Gabby were buddies some years back in their home town of Millville, Mass., where they played baseball together and worked in a rubber boot factory. Their close companionship was broken up when Hartnett went to school at Dean Academy in Franklin, Mass., and graduated from there into professional baseball. But when the Cubs come to the Pacific Coast for training, Callanan is always the guest of his old pal Gabby.

G. E. Matteson, manager Telegraph Office at Central Station, demonstrated his versatility by the rapid manner in which he adapted himself to use of the new teletype machine recently installed in his sanctum. He was as tickled as a child with a new toy. . . . Considerable mystery seems to surround the disposition of the erstwhile automobile owned by B&B Supervisor C. C. Hyatt, and his acquiring a new one on such short notice. . . . Everybody envies Personal Record Clerk Ouida Wolfe her hearty laugh and hopes she will never be able to get the laugh on them.

Besides being the best policy, honesty is sometimes the cheapest too, as witness the man with a troubled conscience who remitted $14 to pay for a $2 ride he had stolen, some 20 years ago. Compound interest accounted for the $12 difference, according to his figuring. . . . Whenever Chief Train Dispatcher J. A. Day heads for San Francisco for a few days you can be sure a new timetable is in the offing. The one now being worked on will incorporate revisions incident to passenger trains in and out of the new Los Angeles Union Terminal. . . . Accident Clerk L. E. Paddock must have had some tough whiskers to deal with the morning he backed into the gas heater while shaving and burned his leg. Might have been better for him to have turned the other way and burned 'em off.

The report of someone having been observed tampering with a motor was the ruse that took Stationary Engineer C. A. Peterson away from his coat left hanging on a hook in the engineroom at Los Angeles Central Station long enough to have his pocket picked. "Pete" says it is bad enough to be robbed in his own office, but particularly regrets having been so profuse in thanking the stranger for his apparent interest in the welfare of one of his motors. . . . Conductor J. M. Fulcher is original in more ways than one, showing a new station, "Devils Gulch," we never knew existed on the Ojai Branch line where rock was unloaded for the Maintenance of Way Department. . . . For one who loves a fire as much as Utility Clerk L. A. Blair, it was a great disappointment to miss the major conflagration only a couple of blocks away one night because he didn't bother to look, having been fooled before by fire equipment going by. . . . Passenger Director Jack Pudney contends it isn't fair to have all these Queen Contests without a King. He gets our nomination.

Good-natured rivalry is at fever-pitch in the race for queen to represent Los Angeles Division in the contest for "Miss Southern Pacific" to be chosen at Treasure Island on May 14, when "S. P. Day" will be celebrated at the Golden Gate International Exposition. At Long Beach, S. P., Pacific Electric and P. M. T. forces are 100 per cent behind Thelma Kaech, steno-telephone operator. Five other contestants, all at Los Angeles, have been busy rounding up strong support and the race looks like a toss-up. They are: Ruth Wilton, multigraph operator, Duplicating Bureau; Betty Sanderson, telephone operator; Ruth Simonson, steno, L. A. Freight Station; Frances Stewart, telephone operator; Betty Ann Young, stenographer.

Santa Barbara Notes: H. A. Johnson and wife are on vacation in Kentucky, their old home town. . . . Mr. and Mrs. Hallmyer of San Luis Obispo were week-end visitors calling on Miss Browne while here. . . . J. V. Neary and wife were spectators at Santa Anita. . . . Johnnie Howard of Calexico has been assigned third trick at our depot ticket office. . . . It has been rumored that Emerson Gregory recently became lost in a fog. . . . Former Agt. J. E. Sloan is owner of a new automobile. . . . A number of visitors are stopping over here on their way to Treasure Island. On your toes, boys, that they may remember us kindly.

Taylor Roundhouse F. H. Miller

P. H. Burke and S. M. Collins were recent visitors. . . . Engr. O. L. Perry returned from the General Hospital looking good and reported for service, April 1. . . . When visiting the Fair in San Francisco, reserve an afternoon to run out to the Hospital and pay a visit to the boys that are undergoing repairs. They are always glad to see you. Among those in the Hospital at the present time, are: Engineers C. N. Meadows, J. J. Hoye, G. Martin, E. M. Waller; Conductors G. Foley, D. A. Randolph. . . . Brakeman Dave Payne who fell from the top of a car at Tweedy is reported doing nicely. . . . Fireman H. F. Anderson, injured in an auto accident in Dec. has discarded his crutches and expects to be subject to call shortly. . . . Fireman J. L. Davis sends clipping from Las Vegas to substantiate his claims that some really big bass are being caught in Lake Mead.

Among those acquiring new homes, are: Engineers J. E. Patterson, E. Q. Bowden, Brakemen J. A. Taylor and Fuel Oil Clerk Don Weagant. . . . Fireman F. C. Henville is quite proud of the fact that his 11-months-old granddaughter is now known as Hollywood's youngest contract player. A seven-year contract was the reward for a perfect performance in support of Bing Crosby and Joan Blondell in "Eastside of Heaven". . . . Understand that Local Chairman C. G. Peterson was down to the Yard Office and drew a new brake club, the reason, the arrival of a new 8-pound son. . . . Fireman W. A. Sutton came down to the roundhouse and passed out the cigars, a daughter. . . . Among the newly-weds are Don Weagant, Fuel Clerk and Callers L. Gargaro and Pete Schilz. . . . Brakemen J. D. Armstrong and R. E. Wing sporting new automobiles.

Pac. Motor Trucking

Central District R. C. Clausen

T. B. Brower of Fresno has returned to work following a visit to General Hospital for an appendicitis operation. . . . While Driver F. M. Shaul of the Hopland-Lake County run was ill last month, he was relieved by Driver Rex Gatton. . . . Driver Stanley Powell at Auburn, went to the hospital in February to have his tonsils removed. . . . Sydney F. Jordan and Miss Edna Louise Villette were married in St. John's Chapel, Del Monte, on March 21. . . . Born to Mr. and Mrs. Eli J. Divine a baby boy, James Robert, March 11, 7 pounds; Born to Mr. and Mrs. Vernon Lee a baby girl, Carol Ann, March 12, 8½ pounds.

Vacation Tours this summer sponsored by the S. P. Club at San Francisco will include all-expense trips to Alaska June 8-22 and to Glacier and Watertown National Parks Aug. 26-Sept. 2, according to Harry Langheldt, tour director for the club. Dates cover San Francisco departure and return. In past years the club's tours have been very popular among employes, pensioners and their dependents, and have also attracted many revenue passengers. Information as to price and itinerary may be obtained by addressing Langheldt at Room 1035, 65 Market St., S. F.

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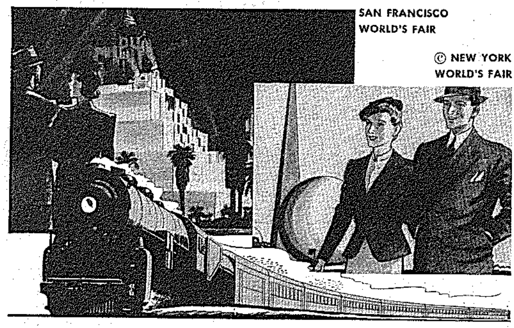

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